

The Gazette of India



PUBLISHED BY AUTHORITY

No. 34] NEW DELHI, SATURDAY, AUGUST 25, 1951

NOTICE

The undermentioned Gazettes of India Extraordinary were published during the week ending the 22nd August 1951 :—

Issue No.	No. and Date	Issued by	Subject
125	S. R. O. 1227, dated the 13th August, 1951.	Ministry of Home Affairs.	Amendments in the Notification No. 25-2-49-Poll., dated the 4th June, 1949.
	S. R. O. 1228, dated the 13th August, 1951.	Ditto	Amendments in the Notification No. 25-2-49-Poll.-I., dated the 4th June 1949.
126	S. R. O. 1229, dated the 13th August, 1951.	Parliament of India.	Modifications of Delimitation Orders adopted by Parliament with consequential amendments suggested by the Ministry of Law.
127	S. R. O. 1230, dated the 14th August, 1951.	Ministry of Commerce and Industry.	Further amendment in the Cotton Textiles (Control) Order, 1948.

Copies of the Gazette Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of this Gazette.

PART II—Section 3

Statutory Rules and Orders Issued by the Ministries of the Government of India (other than the Ministry of Defence) and Central Authorities (other than the Chief Commissioners).

MINISTRY OF HOME AFFAIRS

New Delhi, the 16th August 1951

S.R.O. 1285.—In exercise of the powers conferred by clause (2) of article 77 of the Constitution, the President hereby directs that the following further amendment shall be made in the rule regarding the signing of orders and other instruments

made and executed in the name of the President, published in the Notification of the Government of India in the Ministry of Home Affairs No. S. R. O. 167, dated the 19th June 1950, namely :—

“ In the said rule, clause (6) shall be deleted and clause (7) renumbered as clause (6) ”.

[No. 34/4/50-Public.]

FATEH SINGH, Dy. Secy.

New Delhi, the 17th August 1951

S.R.O. 1266.—In exercise of the powers conferred by section 27 of the Indian Arms Act, 1878 (XI of 1878), the Central Government is pleased to exempt Commander Captain Mandhaj Rai, in charge of the military guard to the Home Minister to the Government of Nepal, from the operation of prohibitions and directions contained in sections 13 and 14 of the said Act for the duration of his stay in India in respect of the arms and ammunition mentioned below :—

1. One Revolver .38 bore with 12 cartridges.
2. Seven Rifles .303 bore with 350 cartridges.
3. Three Sten-guns .9 mm. calibre with 250 cartridges.

[No. 9/40/51-Police-I.]

U. K. GHOSHAL, Dy. Secy.

MINISTRY OF STATES

New Delhi, the 14th August 1951

S.R.O. 1267.—The Central Government is pleased to notify that Raja Bahadur Shri Devendra Singh, son of His Highness the Maharaja of Orchha, Ruler of Orchha, has been nominated by the said Ruler for the purposes of Entry 2 (b) of the Table annexed to Schedule I to the Indian Arms Rules, 1924.

[No. 170-D.]

S.R.O. 1268.—The Central Government is pleased to notify that Maharaj Kumar Devendra Vijai Singh, son of His Highness the Maharaja of Ajaigarh, Ruler of Ajaigarh, has been nominated by the said Ruler for the purposes of Entry 2 (b) of the Table annexed to Schedule I to the Indian Arms Rules, 1924.

[No. 171-D.]

S.R.O. 1269.—The Central Government is pleased to notify that Rajkumar Anand Pratap Singh, son of His Highness the Raja of Baraundha, Ruler of Baraundha, has been nominated by the said Ruler for the purposes of Entry 2 (b) of the Table annexed to Schedule I to the Indian Arms Rules, 1924.

[No. 172-D.]

S.R.O. 1270.—The Central Government is pleased to notify that Rajkumar Govind Singh, son of His Highness the Raja of Maihar, Ruler of Maihar, has been nominated by the said Ruler for the purposes of Entry 2 (b) of the Table annexed to Schedule I to the Indian Arms Rules, 1924.

[No. 173-D.]

S.R.O. 1271.—The Central Government is pleased to notify that Raja Bahadur Shri Balbhada Singh, son of His Highness the Maharaja of Datia, Ruler of Datia, has been nominated by the said Ruler for the purposes of Entry 2 (b) of the Table annexed to Schedule I to the Indian Arms Rules, 1924.

[No. 174-D.]

S.R.O. 1272.—The Central Government is pleased to notify that Maharaj Kumar Jaswant Singh, son of His Highness the Maharaja of Datia, Ruler of Datia, has been nominated by the said Ruler for the purposes of Entry 2 (b) of the Table annexed to Schedule I to the Indian Arms Rules, 1924.

[No. 175-D.]

S.R.O. 1273.—In exercise of the powers conferred by Entry 3 (b) of the Table annexed to Schedule I to the Indian Arms Rules, 1924, the Central Government is pleased to specify Rajkumar Govind Pratap Singh, a member of the family of the Ruler of the Kothi State for the purposes of that entry.

[No. 176-D.]

S.R.O. 1274.—In exercise of the powers conferred by Entry 3 (b) of the Table annexed to Schedule I to the Indian Arms Rules, 1924, the Central Government is pleased to specify Kunwar Yadvendra Singh, a member of the family of the Ruler of the Alpuja State for the purposes of that entry.

[No. 177-D.]

S.R.O. 1275.—In exercise of the powers conferred by Entry 3 (b) of the Table annexed to Schedule I to the Indian Arms Rules, 1924, the Central Government is pleased to specify Kunwar Purshottam Singh, a member of the family of the Ruler of the Soliawal State for the purposes of that entry.

[No. 178-D.]

S.R.O. 1276.—In exercise of the powers conferred by Entry 3 (b) of the Table annexed to Schedule I to the Indian Arms Rules, 1924, the Central Government is pleased to specify Her Highness the Maharani of Orchha and Maharaj Kumar Yuvrani of Orchha, members of the family of the Ruler of the Orchha State for the purposes of that entry.

[No. 179-D.]

S.R.O. 1277.—In exercise of the powers conferred by Entry 3 (b) of the Table annexed to Schedule I to the Indian Arms Rules, 1924, the Central Government is pleased to specify Dewan Bahadur Bhartendra Singh and Dewan Bahadur Raghvendra Singh, members of the family of the Ruler of the Panna State for the purposes of that entry.

[No. 180-D.]

H C MAHINDROO, Under Secy.

New Delhi, the 14th August 1951

S.R.O. 1278.—The Central Government is pleased to notify that Yuvraj Karan Singh Ji, son of His Highness the Maharaja of Jammu and Kashmir, has been nominated by the said Ruler, for the purposes of Entry 2 (b) of the Table annexed to Schedule I to the Indian Arms Rules, 1924.

[No. 181-D.]

S.R.O. 1279.—In exercise of the powers conferred by Entry 3 (b) of the Table annexed to Schedule I to the Indian Arms Rules, 1924, the Central Government is pleased to specify

(1) Her Highness Maharani Tara Devi, and

(2) Shrimati Yasho Rajya Lakshmi, Yuvarani of Jammu and Kashmir, members of the family of the Ruler of Jammu and Kashmir State for the purposes of that entry.

[No. 182-D.]

E. HERD, Under Secy.

MINISTRY OF FINANCE
(Department of Economic Affairs)

New Delhi, the 14th August 1951

S.R.O. 1280.—In exercise of the powers conferred by section 25 of the Negotiable Instruments Act, 1881 (XXVI of 1881), the Central Government hereby declares the 16th August, 1951, as 'public holiday' in the state of Travancore-Cochin

[No. F. 7 (13)-F. I/51.]

New Delhi, the 17th August 1951

S.R.O. 1281.—In exercise of the powers conferred by section 53 of the Banking Companies Act, 1949 (X of 1949), and on the recommendation of the Reserve Bank of India, the Central Government hereby declares that the provisions of sub-sections (1) and (2) of section 11 of the said Act shall not apply to the Faridpur Banking Corporation Ltd., Faridpur, East Bengal in so far as it relates to its business in India.

[No. F. 4 (172)-F. I/51.]

S. K. SEN, Dy. Secy

New Delhi, the 18th August 1951

S.R.O. 1282.—In exercise of the powers conferred by sub-section (2) of section 6 of the Bengal Finance (Sales Tax) Act 1941 (Bengal Act VI of 1941), as extended to the State of Delhi, the Central Government hereby gives three months' notice of its intention to make the following amendments in the Schedule to the said Act, namely:—

In the said Schedule—

(a) for item 25 of the following item shall be substituted, namely :—

25. All books

(b) after item 35 of the following items shall be inserted, namely :—

36. Raw hides and skins.

37. Bullion and specie.

38. Fertilisers.

[F.5(7)-P/51.]

O. K. GHOSH, Dy. Secy

RESERVE BANK OF INDIA

CENTRAL OFFICE

Bombay, dated the 17th August, 1951

S.R.O. 1283.—In pursuance of sub-section (1) of Section 13 of the Foreign Exchange Regulation Act, 1947 (VII of 1947) and in supersession of the Notification of the Reserve Bank of India No. F.E.R.A. 14/47-R.B., dated the 25th March 1947, the Reserve Bank hereby permits any person to transfer any security expressed to be payable in Indian currency or create or transfer any interest in such a security to or in favour of a person resident in the French territories in India or the Portuguese territories in India or to issue any such security to any such person.

[No. F.E.R.A. 110/51-R.B.]

N. SUNDARESAN, Dy. Governor.

MINISTRY OF FINANCE (REVENUE DIVISION)

New Delhi, the 17th August 1951

S.R.O. 1284.—Corrigendum.—The date of the Government of India, Ministry of Finance (Revenue Division), Notification No. 63—Customs is the 25th July 1951 and not the 2nd July 1951 as erroneously printed.

[No. 60(13)-Cus. I/51.]

A. K. Mukerji, Under Secy.

CENTRAL BOARD OF REVENUE

INCOME-TAX.

New Delhi, the 13th August 1951

S.R.O. 1285—In pursuance of sub-section (4) of section 5 of the Indian Income-tax Act, 1922 (XI of 1922) and in partial modification of its notification No. 32—Income-tax, dated the 9th November, 1946, the Central Board of Revenue directs that the Appellate Assistant Commissioner mentioned in column 2 shall also and the Appellate Assistant Commissioners mentioned in column 3 shall not perform their functions in respect of the persons specified in column 4 of the schedule hereto annexed for the appeals mentioned in the corresponding entry in column 5 thereof:—

SCHEDULE

Serial No.	Designation of the Appellate Assistant Commissioner to whom the appeals are to be transferred	Designation of the Appellate Assistant Commissioner from whom the appeals are to be transferred	Name and address of the assessee	Appeal No. and assessment year
1	2	3	4	5
1-9	Additional Appellate Assistant Com- missioner, A Range, Calcutta.	Appellate Assis- tant Commis- sioner, A Range, Calcutta	Kalyan Kumar Purkayastha, 13/1 Raja Basanta Roy Rd. Calcutta.	40/VI/51-52 1946-47.

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			M/s Oriental Coal Co. Ltd. I/J. O. I/48-49 5, Royal Exchange Place, 1946-47. Calcutta.
			Bijay Bihary Mukherjee, 16/C. S. O./49-50 4, Gokhale Rd., Calcutta. 1949-50.
			M/s. Bhowalka Bros. Ltd., 114/O - II/48-49 15, Glive Street Calcutta. 1947-48
			M/s. Karamchand Thapar & 6/C. C. I/48-49 Bros., Ltd., 5, Royal 1943-44. Exchange Place, Calcutta.
			M/s. Dwarkadas Mohanlal, 68/IV (1)/51-52 174 Harrison Road, 1946-47. Calcutta.
			Jagannath Mulchand, 180, 53/IV (1)/47-48 Harrison Rd., Calcutta. 1947-48.
			M/s. Kinnison Jute Mills 67/O. II/50-51 Co. Ltd., Chartered Bank 1948-49. Buildings, Calcutta.
			Mr. B. M. Sen, P-164, 39/VI/48-49 Landsdowne Road (Extn.), 1943-44. Calcutta.
10—21	Additional Appellate Assistant Commissioner, B Range, Appellate Assistant Commissioner, B Range, Assistant Commissioner, A Range, Calcutta.	Appellate Assistant Commissioner, B Range, Calcutta.	M/s. Govindram & Co. 182, 147-I (1)/50-51 Cotton St., Calcutta. 1945-46.
			M/s. Ajit Bose & ors. 41-B, 266-I (2)/50-51 Kashi Mittra Ghat St., 1946-47. Calcutta.
			Sri Mahendra Nath Sajanta, 134 A-I (1) of A/2, Jagannath Ghat 1950-51. Road, Calcutta 1946-47.
			M/s. Ramprosad Gupta, 205-I (2)/50-51 180/B, Upper Chitpore 1946-47. Road, Calcutta.
			Sri Jnanchand Nahata 113-IV (3)/50-51 193/2, Harrison Road, 1946-47. Calcutta.
			M/s. Nathuram Bansidhar, 156-I (1)/50-51 25, Durmahatta St., 1946-47. Calcutta.
			Fida Hossain, 30, Olive St., 237-IV (2)/50-51 Calcutta. 1946-47.
			M/s. S. N. Cookar & Brothers, 257-IV (2)/50-51 28, Netaji Subhas Road, 1949-50. Calcutta.
			Sri Amrita Lal Kumar, Prop. 87-I (2)/50-51 Bharat Oil Mill, 243, 1945-46. Upper Circular Road, Calcutta.

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M/s. Andrew Yule & Co. 18-BPT/C-IV of
Ltd. 8, Clive Row, Calcutta. 1940-50.

C. A. P. ending
31st December
1948.

M/s. Anderson Wright Ltd. 47-C IV/50-51
7, Wellesley Place,
Calcutta. 1947-48.

M/s. Govindram & Co., 132, 146-I (1)/50-51
Cotton St., Calcutta. 1945-46.

22—30 Additional Appellate Assistant Commissioner, D Range, Calcutta. Appellate Assistant Commissioner, D Range, Calcutta. G. D. Shroff & Co. 139. 332/III (2) of
Harrison Road. 50-51.
1940-47

B. L. Agarwalla, 48 Zekaria St. Calcutta. 291/III (2) of
50-51.
1940-47

East India Rubber Works Ltd., 161, Chittaranjan Avenue. 22/C III of
51-52.
1946-47

Nilima Mittra & Dilip Kr. Mittra, 18-A, Jagganath Dutta Lane. 39/C III of
51-52.
1942-43

S. Antool & Co. Ltd. 91, Upper Circular Road. 131/C III of
50-51.
1950-51

Jessop & Co. Ltd., B-4, Clive Bldgs. 141/C III of 50-51.
1946-47

Duduwalla & Co., 177-A, Chittaranjan Avenue. 14/II (1) of
51-52.
1946-47.

Gouri Shanker Shaw, 27/A/B Amherst Street. 19/II (I) of
51-52.
1946-47.

Md. Alfa Mian, 145-B, Chitranjan Avenue. 3/SSCI-I of 51-52 II
1950-51.

31—40 Additional Appellate Assistant Commissioner, E Range, Calcutta. Appellate Assistant Commissioner, E Range, Calcutta. S. N. Kolay & Sons. 139/N. C/50-51
1946-47.

Proptapmal Rameswar. 40/N. C/50-51
1948-49.

Maharaja Krish Ch. Nandy. 102/N. C/50-51
1948-49.

Do. 101/N. C/50-51
1949-50.

Ramdutt Raykissendas of Ram Ch. Goenka & Sons. 94/N. C/50-51
1946-47.

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	Benarsilal Jhunjhunwala	8/N. C/51-52 1946-47.
	M/s. F. & O. Lang]	20/N. C. /51-52 (I) 1948-49.
	Do.	19/N. C/51-52 (I) 1948-49.
	Sagarmal Almal	55/N. C/50 51 1946-47.
	Ram Lal Dulichand	3/N. C/51 52 (III) 1946-47. [No. 76]

New Delhi, the 17th August 1951

S.R.O.1286—In pursuance of Sub-Section (4) of section 5 of the Indian Income-tax Act, 1922, (XI of 1922) and in partial modification of its Notification No. 32-Income-tax dated the 9th November 1948, the Central Board of Revenue directs that the Appellate Assistant Commissioner of Income-tax Ranchi shall also and the 1st Additional Appellate Assistant Commissioner of Income-tax, Patna shall not perform his functions in respect of the persons specified in column 2 of the schedule hereto annexed for the appeals mentioned in the corresponding entry in column 3 thereof:—

SCHEDULE

Serial No.	Name and address of assessee.	No. of appeal.
1	2	3
1	Bihar Mica Concern Ltd., Jhunjhunwala	I.T.A. No. 238/49-50
2	Ditto	I.T.A. No. 239/49-50
3	Ditto	I.T.A. No. 240/49-50
4	Bhimraj Panjal, Ranchi	I.T.A. No. 222/50-51
5	Ditto	I.T.A. No. 223/50-51
6	Ditto	I.T.A. No. 224/50-51
7	Ditto	I.T.A. No. 225/50-51
8	M/s. Bhimraj Bansdular, Ranchi	I.T.A. No. 297/50-51
9	M/s. Chathuram Horiram Ltd., Jhunjhunwala	I.T.A. No. 123/48-49
10	Ditto	I.T.A. No. 139/48-49
11	M/s. Chathuram Horiram Ltd., Jhunjhunwala	I.T.A. No. 130/49-50
12	Ditto	I.T.A. No. 241/49-50
13	Ditto	I.T.A. No. 242/49-50
14	Ditto	I.T.A. No. 254/49-50
15	Ditto	I.T.A. No. 268/49-50
16	Ditto	B.P.T. No. 7/50-51
17	Ditto	I.T.A. No. 152/48-49
18	M/s Chathuram Darsanram, Jhunjhunwala	I.T.A. No. 124/48-49
19	Ditto	I.T.A. No. 125/48-49
20	Ditto	I.T.A. No. 126/48-49
21	Ditto	I.T.A. No. 132/49-50
22	Ditto	I.T.A. No. 248/49-50
23	Ditto	I.T.A. No. 249/49-50
24	Ditto	I.T.A. No. 250/49-50
25	Ditto	I.T.A. No. 251/49-50
26	Ditto	I.T.A. No. 252/49-50
27	Ditto	I.T.A. No. 253/49-50

1	2	3
28	M/S. Chathuram & Others, Jhumritelaiya	I.T.A. No. 296/49-50
29	Ditto	I.T.A. No. 237/49-50
30	Shri Chathuram, Jhumritelaiya	B.P.T. No. 6/40-51
31	Ditto	I.T.A. No. 64/49-50
32	Ditto	I.T.A. No. 135/49-50
33	M/S. Chauhan Brothers, Ranchi	I.T.A. No. 302/50-51
34	M/S. Darasanram & Others (now Kishunchandram & Others, Jhumritelaiya.	I.T.A. No. 234/49-50
35	Ditto	I.T.A. No. 235/49-50
36	Shri Guru Prasad, Jhumritelaiya	I.T.A. No. 269/49-50
37	Ditto	B.P.T. No. 8/50-51
38	Shri Guru Charan Ram, Jhumritelaiya	B.P.T. No. 1/51-52
39	Ditto	B.P.T. No. 2/51-52
40	Ditto	B.P.T. No. 9/51-52
41	Ditto	B.P.T. No. 4/51-52
42	Ditto	I.T.A. No. 33/51-52
43	Shri Gyan Chand Jain, Ranchi	I.T.A. No. 162/50-51
44	Ditto	I.T.A. No. 202/50-51
45	M/S. Ganpati Properties Ltd., Ranchi	I.T.A. No. 191/50-51
46	MS. Harihar Pd. & Sons, Jhumritelaiya	I.T.A. No. 133/49-50
47	Ditto	I.T.A. No. 11/50-51
48	Shri H.N. Ganguli, Ranchi	I.T.A. No. 134/50-51
49	Shri Harakchand Jain, Ranchi	I.T.A. No. 161/50-51
50	Ditto	I.T.A. No. 294/50-51
51	Shri Hirji Karamshi Chauhan, Ranchi	I.T.A. No. 267/50-51
52	M/S. Jokhiresu Jagannath, Ranchi	I.T.A. No. 51/50-51
53	Shri Lalji Hirji, Chauhan, Ranchi	I.T.A. No. 301/50-51
54	Mott. Bibi Batulan for R. Ali & Sons, Ranchi	I.T.A. No. 155/50-51
55	Ditto	I.T.A. No. 59/51-52
56	Shri Prakash Chand Jain, Ranchi	I.T.A. No. 115/50-51
57	Ditto	I.T.A. No. 163/50-51
58	Ditto	I.T.A. No. 293/50-51
59	Shri Premji Karamshi Chauhan, Ranchi.	I.T.A. No. 265/50-51
60	Shri Pragji Karamshi Chauhan, Ranchi.	I.T.A. No. 266/50-51
61	Ranchi Electric Supply Co. Ltd., Ranchi	I.T.A. No. 130/50-51
62	M/S. Ratanlal Surajmal, Ranchi	I.T.A. No. 133/50-51
63	Ditto	I.T.A. No. 136/50-51
64	Ditto	I.T.A. No. 196/50-51
65	Ditto	I.T.A. No. 296/50-51
66	M/S. Rantanlal Chandmal, Ranchi	I.T.A. No. 165/50-51
67	M/S. Ramchandra Pd. & Sons, Jhumritelaiya	I.T.A. No. 134/49-50
68	M/S. Ramchandra Pirayalal, Ranchi	I.T.A. No. 323/50-51
69	Shri Tarachand Jain, Ranchi	I.T.A. No. 117/50-51
70	Ditto	I.T.A. No. 118/50-51
71	Ditto	I.T.A. No. 164/50-51
72	Ditto	I.T.A. No. 205/50-51
73	M/S. Ghanshayandas Gangadhar, Purulia	I.T.A. No. 98/50-51
74	M/S. Govindji B. Thacker & Sons, Golmuri	I.T.A. No. 135/50-51
75	M/S. Shri H.I. Pathak, Senua	I.T.A. No. 284/50-51
76	Ditto	I.T.A. No. 285/50-51
77	Ditto	I.T.A. No. 307/50-51
78	M/S. J.S. Creet, Jhalda	I.T.A. No. 137/50-51
79	Sir J.J. Ghandy, Jamshedpur	I.T.A. No. 273/50-51
80	Shri M.L. Tewari, Jamshedpur	I.T.A. No. 176/48-59
81	Mr. M.A. Tulloch, Barbil	I.T.A. No. 312/50-51
82	M/S. Narbheram Hanraj Kamani, Jamshedpur	I.T.A. No. 50/51-52
83	M/S. Ramdas & Sons Jamshedpur	I.T.A. No. 253/50-51
84	Ditto	I.T.A. No. 254/50-51
85	Seralkella Glass Works, Ltd., Kendra	I.T.A. No. 259/50-51
86	Ditto	I.T.A. No. 48/51-52
87	Ditto	I.T.A. No. 55/51-52
88	Sri Ganeshlal Sarogi, Daltongunj	I.T.A. No. 200/46-47
89	Ditto	I.T.A. No. 224/47-48
90	Ditto	I.T.A. No. 205/48-49
91	Ditto	I.T.A. No. 171/50-51
92	M/S. Kaniram Jankidas, Daltongunj	I.T.A. No. 47/51-52

New Delhi, the 20th August 1951

S.R.O. 1287.—In pursuance of sub-section (4) of section 5 of the Indian Income-tax Act, 1922 (XI of 1922), the Central Board of Revenue directs that the following further amendment shall be made in the Schedule appended to its Notification No. 32-Income-tax, dated the 9th November 1946, namely :—

In the Schedule appended to the said notification under the sub-head 'X-Travancore and Cochin' for the Ranges and Income-tax Circles mentioned against them, the following Ranges and Income-tax Circles shall be substituted, namely :

Trivandrum :

1. Nagercoil.
2. Trivandrum.
3. Quilon.

Ernakulam 'A'

1. Ernakulam.
2. Irinjalakuda.
3. Trichur.
4. Salary Circle, Ernakulam.
5. Special Survey Circle, Ernakulam.

Ernakulam 'B'

1. Mattancherry.
2. Alleppy.
3. Kottayam.
4. Alwayo.

[No. 83.]

EXCESS PROFITS TAX

New Delhi, the 17th August 1951

S.R.O. 1288.—In pursuance of sub-section(3) of Section 3 of the Excess Profits Tax Act, 1940 (XV of 1940) and in partial modification of its Notification No. E.P.T., dated the 8th March, 1947 the Central Board of Revenue directs that the 2nd Additional Appellate Assistant Commissioner of Excess Profits Tax, Patna shall also and the 1st Additional Appellate Assistant Commissioner of Excess Profits Tax, Patna shall not perform his functions in respect of Excess Profits Tax Appeal No. 18 of 50-51, filed by Smt. Kashi Bai, Katrasgarh.

[No. 80.]

S.R.O. 1289.—In pursuance of sub-section (3) of section 3 of the Excess Profits Tax Act, 1940 (XV of 1940) and in partial modification of its notification No. 6 E.P.T., dated the 8th March, 1947, the Central Board of Revenue directs that the Appellate Assistant Commissioner of Excess Profits Tax, Ranchi shall also and the 1st Additional Appellate Assistant Commissioner of Excess Profits Tax, Patna shall not perform his functions in respect of persons specified in column 2 of the

schedule hereto annexed for the appeals mentioned in the corresponding entry in column 3 thereof:—

SCHEDULE

Serial No	Name and address of assessee	No. of appeals
1	2	3
1	Bhimraj Pannalal, Ranchi	E.P.T. No. 27/50-51
2	Messrs Baldeo Sahu Srikrishna Sahu, Lohardogra	E.P.T. No. 32/49-50
3	Shri Bhawan Jotha, Ranchi	E.P.T. No. 55/49-50
4	Shri Brijmohan Sabu Lohardogra	E.P.T. No. 65/49-50
5	Ditto	E.P.T. No. 66/49-50
6	Ditto	E.P.T. No. 31/50-51
7	Messrs Chathuram Horilram Ltd., Jhumritelaiya	E.P.T. No. 63/48-49
8	Ditto	E.P.T. No. 87/49-50
9	Ditto	E.P.T. No. 88/49-50
10	Ditto	E.P.T. No. 89/49-50
11	Ditto	E.P.T. No. 90/49-50
12	M/S. Chathuram Darsanram Jhumritelaiya	E.P.T. No. 92/49-50
13	Ditto	E.P.T. No. 93/49-50
14	Ditto	E.P.T. No. 94/49-50
15	Messrs. Chathuram & Others, Jhumritelaiya	E.P.T. No. 96/49-50
16	Shri. Chathuram, Jhumritelaiya	E.P.T. No. 12/50-51
17	Messrs. Darsanram & Others, Jhumritealsaiya	E.P.T. No. 95/49-50
18	Shri Guru Prasad, Jhumritelaiya	E.P.T. No. 13/50-51
19	Shri Guru Charan Ram, Jhumritelaiya	E.P.T. No. 73/49-50
20	Ditto	E.P.T. No. 74/49-50
21	Shri Kanji Walji, Ranchi	E.P.T. No. 56/49-50
22	Messrs. Ratanlal Surajnali, Ranchi	E.P.T. No. 19/50-51
23	Messrs. R. Ali & Sons, Ranchi	E.P.T. No. 39/49-50
24	Shri Shamji Vira, Ranchi	E.P.T. No. 54/49-50
25	Shri M.L. Towari, Jamshedpur	E.P.T. No. 59/48-49
26	Shri Ganeshlal Shrogi, Daltongunj	E.P.T. No. 120/47-48
27	Ditto	E.P.T. No. 62/48-49

[No. 82.]

S. P. LAHIRI, Secy.

MINISTRY OF COMMERCE AND INDUSTRY

New Delhi, the 18th August, 1951

S. R. O. 1290—In exercise of the powers conferred by clause (e) of section 13 of the Supply and Prices of Goods Act, 1950 (LXX of 1950), and all other powers enabling it in this behalf, the Central Government hereby directs that the following amendment shall be made in the notification of the Government of India in the late Ministry of Industry and Supply No. S. R. O. -964, dated the 23rd November 1950, namely :—

In the said notification for the words “and Salem” the words “Salem and Eluru” shall be substituted.

[No. 11(1)-PO/50.]

P. S. SUNDARAM, Under Secy

New Delhi, the 20th August, 1951

S.R.O. 1191.—The Central Government is pleased to notify that Dr. U. S. Sharga, M.Sc., Ph.D. (Edinburgh) F.R.C.S., (London), Professor of Agricultural

Zoology, Government Agricultural College, Kanpur has been nominated as a Member of the Central Silk Board under clause (h) of Sub-section (3) of section 4 read with Sub-Section (2) of section 5 of Central Silk Board Act, 1948 (I.XI of 1948), vice Shri Mahavir Tyagi resigned.

[No. 26/7-T&P/49-TEX.]

S. K. DATTA, Dy. Secy.

New Delhi, the 21st August 1951

S.R.O. 1292.—In exercise of the powers conferred by Section 3 of the Essential Supplies (Temporary Powers) Act, 1946 (XXIV of 1946), the Central Government hereby directs that the following further amendments shall be made in the Iron and Steel (Control of Production and Distribution) Order, 1941, namely:—

In clause 11B of the said Order,—

1. To sub-clause (1), the following shall be added, namely:—

“The Controller may also, by a general or special order in writing, require any person or class of persons enumerated above to pay such amount on account of allowances for contribution to any Equalisation Fund, within such period and in such manner as the Controller may direct in this behalf.”

2. Sub-clause (2A) shall be omitted and the following shall be inserted after sub-clause (2), namely:—

“Provided that the Controller may direct that the maximum prices fixed under sub-clause (1) or (2) shall not apply to any specified stocks of iron or steel and may, in respect of such stocks, specify the maximum prices at which such iron or steel may be sold and communicate the same in writing to the persons concerned and any person or persons holding such stocks of iron and steel for which prices have been so specified shall, at the time of the sale of such iron or steel or part thereof, mention the number and date of the order of the Controller in every Cash Memo, Bill or other document evidencing the sale or disposal out of the respective stocks to which the order of the Controller applies.

3. In sub-clause (3) for “sub-clause (1), (2) or (2A)” the words, figures and brackets “sub-clause (1) or (2)” shall be substituted.

[No. SC (A)-4(53)]

New Delhi, the 21st August 1951

S.R.O. 1293.—Corrigendum.—In the ‘Schedule’ in the Notification of the Government of India in the Ministry of Commerce and Industry, No. S.R.O. 1007, dated the 30th June 1951, published in Part II—Section 3 of the Gazette of India ‘Extraordinary dated the 30th June 1951—

1. In the heading for the words ‘basic’ and ‘Culcutta’ read ‘base’ and ‘Calcutta’;

2. In Part I. B.—

- (i) Against item No. 9, for ‘Bars, Spring, Steel’ read ‘Bars, Spring Steel’;
- (ii) Against item No. 12, for ‘Fencing Postspunched second hand (used complete or broken 2' long) and over’ read ‘Fencing Posts-Punched—Secondhand, used, complete or broken, 2' long and over’;
- (iii) Against item No. 14, for ‘Hoops or Thin Flat cuttings 2'-10”’ read ‘Hoops or Thin Flat cuttings 2'/10”’

- (iv) Against item No. 17, under Col. III, for '65' read '265';
- (v) Against item No. 45 (a), for 'Cuttings 2' to below 9" read "Cuttings 2' to below 9".

[No. SC (A)-1 (196)]

N. R. REDDY, Under Secy.

MINISTRY OF COMMUNICATIONS

POSTS AND TELEGRAPHS

New Delhi, the 16th August 1951

S. R. O. 1294.—In exercise of the powers conferred by sections 21 and 29 of the Indian Post Office Act, 1898 (VI of 1898), the Central Government hereby directs that with effect from the 1st September, 1951, the following further amendment shall be made in the Indian Post Office Rules, 1933, namely :—

In sub-rule (2) of rule 64 of the said Rules the following words shall be added at the end, namely :—

"and unless the article bears the superscription *Acknowledgement Due* on the address side".

[No. R-1-9/50.]

New Delhi, the 18th August 1951

S.R.O. 1295.—In exercise of the powers conferred by the proviso to Article 309 of the Constitution, the President hereby makes the following rules for recruitment and training of candidates for the cadre of Engineering Supervisors in the Indian Posts and Telegraphs Department.

PART I.—METHODS OF RECRUITMENT

1. These rules shall be called the Engineering Supervisors Recruitment Rules, 1951.

2. For the purposes of these Rules—

- (a) "Director-General" means the Director General of Posts and Telegraphs.
- (b) "Departmental candidate" means—
 - (i) a Telegraphist,
 - (ii) a Telephone Inspector,
 - (iii) a Line Inspector,
 - (iv) a Telephone Operator,
 - (v) a Mechanic (formerly known as a Mistry),
 - (vi) a Repeater Station Assistant,
 - (vii) a clerk of the Telegraph Engineering Branch,
 - (viii) an Engine Driver or Assistant Engine Driver,
 - (ix) an Installation Fitter,
 - (x) Selection Grade Mechanic,

employed in the Indian Posts and Telegraphs Department.

NOTE 1 The minimum educational qualification for a departmental candidate is a pass in the matriculation or an equivalent examination.

NOTE 2 Wireless Operators are not eligible either as departmental or as outside candidates.

(c) "Outside candidate" means a candidate other than a "departmental candidate". Members of the staff of the department other than those mentioned above are "Outside candidates".

(d) "Service" means the Engineering Supervisors of the Indian Posts and Telegraphs Department.

3. Recruitment to the Service shall be as follows :—

(i) 25 per cent. by direct recruitment through a competitive examination in accordance with part II of these Rules.

(ii) 25 per cent. by recruitment of departmental candidates through a competitive examination in accordance with part III of these Rules.

(iii) 50 per cent. by recruitment of departmental candidates through a qualifying Trade Test in accordance with part IV of these Rules.

4. (a) If the number of departmental candidates who qualify is less than the number of vacancies available for such candidates, the remaining vacancies will be added to the vacancies available for outside candidates.

Note 1 :—Departmental candidates who appear for the Trade Test shall have no claim to vacancies reserved for departmental candidates appearing at the competitive examination and vice versa:

Note 2 :—Departmental candidates who qualify in the Trade Test in excess of the number of vacancies reserved for them will be placed on a waiting list and the number of vacancies to be reserved for such candidates in the next examination will be correspondingly reduced.

(b) All the members of the service belong to an All-India cadre and are liable for service anywhere in India. They are also liable for field service within the limits of India in times of war or national emergency.

5. *Place and date of examination.*—A qualifying Trade Test for admission of departmental candidates and a competitive examination for admission of departmental and outside candidates to the Service shall be held in India at such time and places as the Director-General may prescribe by notice issued through the Heads of Circles. Every such notice will, when possible, announce the number of the vacancies to be filled on the result of the examination. Outside candidates must attend at their own expense.

6. *Subjects and marks.*—Examinations under these Rules shall be conducted by the Director-General in the manner prescribed in the regulations in Appendices A and G to these Rules.

7. *Fees.*—Candidates must pay the prescribed fees (see Appendix B). No claim for a refund of any of these fees will be entertained, nor can they be held in reserve for subsequent examinations or selections.

8. *Re-valuation of answer papers.*—No application from any candidate to have his answer papers re-valued will be considered.

PART II.—DIRECT RECRUITMENT

9. *Applications.*—(i) A candidate must apply to be admitted to the examination before such date, in such manner and in such form as the Director-General may prescribe.

*(ii) If a candidate is in the permanent service of Government he shall apply for admission to the examination through the proper official channel to the Head of the Circle in which his office is situated.

*The submission of applications by persons in Government service is further governed by the Government Servants' Applications for Posts (Central Services)/(Railway Services) Rule (Published with Government of India Home Department/Railway Department (Railway Board) Notification No. F. 510/31-Ests./No. E. 34-R.R.4., dated the 7th June 1934/22nd January 1935, as amended from time to time) and the corresponding rules made by State Governments.

(iii) If a candidate is not in Government service or is employed in Government service in a temporary capacity at the time that he submits his application he shall apply to the Head of the Circle in which his parents resided at the time of submitting his application, or have resided for a period of not less than three years or in which the candidate himself resided, otherwise than as a student, for a like period. But a candidate who has migrated from Pakistan as a displaced person and is seeking employment or is already employed in Government service in a temporary capacity in India shall apply to the Head of the Circle in which he resides at the time of submitting his application. A Government servant including a displaced person from Pakistan who is employed in a temporary capacity should, however, before submitting his application obtain in writing the permission of the Head of the office or department in which he is employed and attach it to the application.

A list of the Circles is given in Appendix C.

10. Status.—A candidate must be either—

- (a) a citizen of India, or
- (b) a subject of Sikkim, or

(c) a person who has migrated from Pakistan with the intention of permanently settling in India, or

(d) a subject of Nepal or of a Portuguese or French Possession in India, and if he comes under category (c) or (d) must be a person in whose favour a certificate of eligibility has been given by the Government of India. A candidate, in whose case such a certificate is necessary, may however, be admitted to the examination on his furnishing proof that he has applied for the certificate; and he may also be provisionally appointed subject to the necessary certificate being eventually given to him by the Government.

Note.—Persons who migrated to India from Pakistan before 19th July 1948 and have been ordinarily resident in India since then are eligible for appointment to services and posts under the Government of India without certificates of eligibility. Persons who so migrated on or after the 19th July 1948 must secure certificates of eligibility for appointment to Union Services, unless they had migrated before 3rd September 1948 and had got themselves registered as citizens within the time allowed or had entered the Union Services without certificates of eligibility under the old instructions in which case certificates of eligibility will not be necessary.

11. Age.—A candidate must have attained the age of 17, and must not have attained the age of 24, on the first day of January, of the year in which the examination is held.

Note 1.—The upper age-limit prescribed above will be relaxed (i) upto a maximum of 3 years if a candidate belongs to a Scheduled Caste or a Scheduled Tribe or is a bona fide displaced person from Pakistan, and (ii) up to a maximum of 6 years if a candidate belongs to a Scheduled Caste or a Scheduled Tribe and is also a bona fide displaced person from Pakistan.

Note 2.—The maximum age limit will also be relaxable in case of candidates who took part in the National Movements (*vide* Appendix H).

12. Educational qualifications.—A candidate must

(i) have passed the Intermediate or an equivalent examination of an Indian University with Physics or Mathematics as one of the subjects, or

(ii) have obtained one of the diplomas in Engineering described in Appendix D ; or

(iii) have successfully completed the first year's course of the three years' degree course (with Physics or Mathematics as one of the subjects) of the Delhi University and produce a certificate from the Principal of his college that his work during the year had been satisfactory and up to a reasonable standard ; or

(iv) have passed the pre-Engineering or pre-Medical Examination of the Delhi University with Physics or Mathematics as one of the subjects; or

(v) have passed the Cambridge School Certificate Examination, Oxford School Certificate Examination or London Matriculation Examination.

13. *Recommendations.*—No recommendations, except those invited in the form of application, will be taken into consideration. Any attempt on the part of a candidate to obtain support for his application by other means will disqualify him for admission.

14. *Acceptance or rejection of application.*—(i) Heads of Circles will examine the applications of outside candidates and if they find that any candidate does not fulfil the conditions laid down in rules 9 to 13 above, will reject his application.

(ii) Outside candidates employed in the Department will be selected by the Head of the Circle after a scrutiny of their confidential records. The Head of the Circle will have full discretion to reject the application of a candidate whose record is unsatisfactory.

(iii) Heads of Circles will give candidates, whose applications are rejected, intimation of the fact.

15. *Reserved Vacancies.*—Appointments to the Service are subject to the orders on communal representation in the services issued by the Ministry of Home Affairs from time to time.

16. *Medical Examination.*—A candidate must be in good mental and bodily health, and free from any physical defect likely to interfere with the discharge of his duties as an officer of the Service. A candidate who as a result of the medical examination prescribed in Appendix E is found not to satisfy those requirements will not be appointed. Only candidates who are selected for training will be physically examined.

17. *Agreement and deposit.*—(i) A successful candidate will be required before the commencement of his training, to sign in the form laid down in Appendix F an agreement to serve Government for a period of 5 years from the date of his appointment as Engineering Supervisor and to deposit a sum of Rs. 50 as security for the due fulfilment of the terms of the agreement.

(ii) If the candidate has not completed 18 years of age prior to the commencement of his training the agreement must also be signed by his father or legal guardian. As soon as the candidate has attained majority, he will be required to sign a separate agreement himself, the former one being cancelled.

(iii) The amount of security must be deposited in a Post Office Savings Bank and the security deposit account pledged to the Head of the Circle to which the candidate submitted his application for admission to examination in accordance with the Savings Bank rules. The pass book must be submitted to the Divisional Engineer, Telegraphs, Training Centre, Jabalpur, who will forward the documents to the Head of the Circle for safe custody.

(iv) The refund of the security deposit will be authorised after the candidate has completed 5 years of service as Engineering Supervisor.

Note.— Permanent officials of the Posts and Telegraphs Department selected for training are exempt from furnishing his security deposit and declaration.

PART III.—RECRUITMENT OF DEPARTMENTAL CANDIDATES THROUGH COMPETITIVE EXAMINATION

18. *Eligibility.*—(i) Departmental candidates who have not more than 9 years' permanent service in their respective grades on the 1st of January of the year in

which the examination is held will be eligible to appear for the competitive examination.

(ii) The maximum limit of 9 years service may be relaxed by the Director General at his discretion in individual cases.

NOTE:—Temporary officials who have rendered not less than three years' continuous service as departmental candidates will be eligible to appear in the competitive examination as departmental candidates.

19. Applications and selection of candidates.—Candidates must fill in the prescribed application form and submit it to the Head of the Circle concerned. Heads of Circles will select suitable candidates from the applicants after a scrutiny of their confidential records. They will have full discretion to reject the application of a candidate whose record is unsatisfactory. Candidates whose applications are rejected will be duly informed.

20. Filling of vacancies.—Vacancies available for departmental candidates will be filled by successful candidates strictly according to merit in the examination.

21. Medical Examination.—Selected departmental candidates will be required to pass the medical examination prescribed in rule 16.

PART IV RECRUITMENT OF DEPARTMENTAL CANDIDATES THROUGH QUALIFYING TRADE TEST.

22. Eligibility.—The following departmental candidates will be eligible to appear at the Trade Test :—

(a) Repeater Station Assistants of the I to VIII batches and the O batch and war service Repeater Station Assistants and

(b) Telegraph Supervisors appointed in accordance with the rules on the subject on a date not later than the 31st December 1949 and having a total continuous service of at least 5 years on or before that date in their substantive grades, and a minimum of six months' total service as Telegraph Supervisor on the 1st January of the year in which the examination is held.

23. Applications and selection of candidates.—Candidates must submit their applications in a form which the Director General may prescribe and submit them to the Head of the Circle concerned. Heads of Circles will select suitable candidates from the applicants after a scrutiny of their confidential records. They will have full discretion to reject the application of a candidate whose record is unsatisfactory. Candidates whose applications are rejected will be duly informed.

24. Medical examination.—Selected departmental candidates will be required to pass the medical examination prescribed in rule 16. Repeater Station Assistants who were examined with the standard prescribed for Engineering Supervisors at the time of their appointment as Repeater Station Assistants will be exempted from the medical examination.

25. Subjects and Marks.—The examination under this part shall be conducted by the Director General in the manner prescribed in the regulations in Appendix G to these rules.

PART V.—TRAINING

NOTE:—The following course of training for candidates may be modified by the Director General if circumstances render this desirable.

26. All selected candidates will be given a course of training not exceeding 12 months. The syllabus for the training courses, the examinations, (written, practical or oral), the number of marks for each such examination and other connected details shall be prescribed by the Director General.

27. Qualifying Marks.—The minimum qualifying standards for the examination will be 40 per cent of the marks in each subject.

28. Removal of unsuitable candidates.—Any candidate who is found unsuitable at any stage or fails to secure the minimum qualifying marks at any of the examinations will be liable to immediate removal from the class and will not be allowed to sit again for the entrance examination referred to in rule 5.

29. Allowances during training.—During the period of training, direct recruits will receive an allowance of Rs. 80 p. m. or such amounts as may be fixed from time to time.

Departmental candidates as well as officials of the Posts and Telegraphs Department other than departmental candidate defined in rule 2 (b) will be entitled to the pay and allowances that they would have drawn but for their deputation to the training class, or the training allowance whichever is greater.

30. Discipline.—During the period of training and until they are posted to a station for duty the Engineering Supervisors will remain under the disciplinary control of the Divisional Engineer, Training Centre, Jabalpur.

PART VI.—APPOINTMENT AND EMOLUMENTS

31. Appointment.—(a) On successful completion of the course of training a candidate will be appointed as an Engineering Supervisor on probation for one year subject to the existence of vacancies in that grade. Employment as an Engineering Supervisor is not however guaranteed on the completion of the course of training.

NOTE:—On being struck off from the training class candidates should forthwith report at the place of duty. Any undue delay in this respect, without the prior sanction of the competent authority may result in the disciplinary action against the candidate concerned.

(b) If the work or conduct of an Engineering Supervisor on probation is unsatisfactory or shows that he is unlikely to become efficient he may be discharged forthwith.

(c) On the conclusion of his period of probation, if his work or conduct has been found to be unsatisfactory he may either be discharged from service or his period of probation may be extended for such further period as may be considered necessary.

32. Seniority.—For the purpose of determining the relative seniority in the cadre of Engineering Supervisors, there will be two groups, *viz.*, (1) departmental candidates and other members of the staff of the Department who were selected as outside candidate and (2) other outside candidates. Seniority in each group will be determined according to the percentage of marks obtained by each at the final examination in the different subjects held on completion of training at the departmental training class; but all candidates selected from group (1) who are not given an extended training will be given seniority over those in group (2) irrespective of the number of marks obtained in the examination. Candidates who are given an extended training will for all purposes of seniority be considered as a separate batch junior and just below the batch to which they originally belonged and their seniority *inter se* will be determined in accordance with the same principle as for the two groups mentioned above. All the Engineering Supervisors appointed after one examination will rank senior to those appointed after a later examination.

NOTE:—For the purpose of this rule candidates who qualify in the Trade Test in excess of the percentage of vacancies reserved for them in rule 3 shall rank junior to all other candidates appointed on the results of the competitive examination and Trade Test.

33. Scale of pay.—(a) The prescribed scale of pay for Engineering Supervisors is Rs. 100—8—140—10—300.

Higher initial pay of Rs. 124 in the said scale is allowed to such candidates who have completed their full course of training including those who are recruited through "Trade Test".

(b) Departmental telegraphists who were in service on the 18th April 1927 and have not elected the prescribed scales and are eligible for promotion to the rank of Engineering Supervisors will, on such promotion, be brought on to the old scale of Rs. 80—5—100—10—250—20—350 (with an efficiency bar at the stage of Rs. 250) under Fundamental Rule 22 (a) (i) and will get a special pay of Rs. 40 subject to a maximum of pay and special pay of Rs. 350.

(c) Departmental telegraphists who entered the Department after the 18th April 1927 and other departmental candidates who are entitled to the old rates of pay will be brought on the scale of Rs. 120—5—140—10—290—20—350 (with an efficiency bar at the stage of Rs. 290) under the Fundamental Rules and will not get any special pay.

34. *Signalling test*.—All Engineering Supervisors recruited under these rules will be required during the first five years of their service to pass annually a signalling test to earn their annual increment of pay. The particulars of this test will be prescribed later.

APPENDIX A

(Referred to in rule 6)

The Subjects of the examination will be—	Marks
(1) English	100
(2) Geography (a general knowledge of the geography of the world and a detailed knowledge of the Geography of India	100
(3) Elementary physics including statics and dynamics.	100
(4) Practical mathematics. Arithmetio, algebra, geometry, trigonometry and mensuration.	100
Total.	400

The minimum marks for qualifying will be 40 per cent. in each paper.

2. From the marks assigned to candidates in each subject such deduction will be made as may be considered necessary in order to secure that no credit is allowed for merely superficial knowledge.

3. If a candidate's handwriting is not easily legible, a deduction will be made on this account from the total marks otherwise accruing to him.

4. Credit will be given for good English in all subjects of the examination and not only in subjects which are specially devoted to English.

APPENDIX B

(Referred to in rule 7)

Candidates must pay the following fees :—

	Outside candi- dates	Depart- men- tal candi- dates
	Rs.	Rs.
	(1)	(2)
(i) Application fee to be paid with the application form.	.	5

	(1)	(2)
(ii) Examination fee to be paid on selection for admission to the written examination.	25	10
(iii) Medical fee to be paid before the medical examination.	16	16

NOTE 1.—The scheduled caste candidates will be required to pay one-fourth of the examination fees prescribed in items (i) and (ii) above.

NOTE 2.—Departmental candidates who appear at the Trade Test will not be required to pay the Application fee and Examination fee.

2. The examination fees must be paid into a post office. Fees remitted by money order, postal order or cheques will not be accepted.

3. The post office receipt for the application fee must be submitted with the application form.

4. The examination fee must be paid on receipt of a written order from the Head of the Circle and the post office receipt therefor produced before the examination is held.

5. The Medical fee must be paid in cash to the Medical Board on receipt of a written order from the Head of the Circle and before the medical examination.

APPENDIX C

(Referred to in rule 9)

Name of Circle	Official designation of officer in charge	Headquarters
Assam }	Director of Posts & Telegraphs.	Shillong
Orissa }		Cuttack.
West Bengal }		Calcutta
Bihar }		Patna
Bombay }		Bombay
Central Madras }	Postmaster-General	Nagpur
East Punjab }		Madras
Uttar Pradesh }		Ambala
		Lucknow.

APPENDIX D

(Referred to in rule 12 (iii))

Particulars of Diploma	Name of Institution granting the Diploma.
(a) Electrical Engineer.	Victoria Jubilee Technical Institute, Bombay. Technical College, Dayalbagh, Agra.

Particulars of Diploma	Name of Institution granting the Diploma
(b) Mechanical and Electrical Engineering.	College of Engineering, Poona; Nadirshaw, Edulji Dinshaw Civil Engineering College, Karachi. Technical Institute, Insein.
(c) L.E.E. or L.M.E. or L.A.E.	Government School of Technological Diplomas Examination Board, Madras.
(d) Overseer.	Ahsanullah School of Engineering, Dacca, Thomason Civil Engineering College, Roorkee.
(e) Mechanical Engineering.	Technical College Dayalbagh, Agra.
(f) Civil Engineering.	Technical Institute, Insein; Orissa School of Engineering.
(g) Mechanical and Electrical Engineering (specialised in Mechanical or Electrical Engineering Grade A.)	{ Government Technical Institute, Govakhpur, U. P. Government of Technical Institute, Lucknow.
(h) Subordinate Civil Engineering.	Bihar College of Engineering, Patna.
(i) Civil Mechanical or Automobile Engineering.	Government Engineering School, Nagpur.
(j) Mechanical Electrical or Civil Engineering.	Kala Bhavan Technical Institute, Baroda.
(k) 'A' class Diploma or 'B' class Certificate.	Maclagan Engineering College, Mogulpura, Lahore.
(l) Mechanical and Electrical Engineering.	College of Engineering and Technology, Jadavpur, Bengal.
(m) Electrical Technology.	Nowrosjee Wadia College, Poona.
(n) Electro Mechanics.	Craik Technical Institute, Lahore.
(o) B. E. (Mechanical)	Osmania University, Hyderabad.
(p) Mechanical Electrical or Civil Engineering.	Mysore University.
(q) do.	Travancore University.
(r) All India Electrical Engineering.	
(s) Pre-Engineering Course.	

APPENDIX E

(Referred to in rule 16)

Each candidate should be examined for physical fitness by a Medical Board who should be informed that a good constitution and active habits are essential qualification for the post for which the person has been selected and that, if appointed, his future duties will render him liable to considerable exposure at all seasons of the year anywhere in India. The Medical Board should be asked clearly to state whether they consider the person examined capable of performing such duties. Inability to distinguish principal colours shall be regarded as a disqualification leading to the rejection of a candidate. The candidates shall be examined in accordance with the following standards of visual acuity :—

	Distant vision .	Better eye	worse eye
Without glasses.	.	6/60	6/60
Corrected with glasses	.	6/6	6/12
Near vision .	.	0·8	1

APPENDIX F

(Referred to in Rule 17)

Form of Agreement for candidates to be trained as Engineering Supervisors.
To
The President of India.

I, Son of _____
having been admitted on the day of _____
for technical training as a candidate for employment in the grade of Engineering Supervisors in the Indian Posts and Telegraphs Department hereby of my own free will (* and with the consent of my father/guardian
of _____ who has signed below in token of his agreement and acknowledgment on my behalf), agree and bind myself as follows :—

(1) I will undergo the full course of training extending over 12 months prescribed or for such other period as may be prescribed by the competent authority ;

(2) I accept the terms and conditions of my training and of my future service on probation in and of the service generally in the grade of Engineering Supervisors in the Department as laid down at present or as may be laid down from time to time ;

(3) I will after the successful completion of my training serve the Department as an Engineering Supervisor for five years from the date of my appointment in the grade of Engineering Supervisors and during that period I shall not sever my connection with the Department unless I first obtain the consent of the competent authority;

(4) I understand that my appointment in the said grade shall be on a temporary basis.

(5) The sum of Rs. 50 deposited by me/my* father/guardian, on my behalf will remain with Government as security for the due fulfilment of the above conditions;

*For minors only.

(6) In case of my removal from the training class or service on account of misconduct or unsuitability and in case of a breach by me of conditions (1) and (3), except owing to ill health not brought on by my own carelessness or other cause not due to my fault or over which I have no control or my death, you shall have full power to order forfeiture of the amount of security deposit and also the repayment of stipends drawn by me during the course of training;

(7) If upon completion of my training I am not appointed in the said grade of Engineering Supervisors in the Department the said deposit of Rs. 50 shall then be returned, and if I am so appointed then the same shall be returned at the termination of my first five years of service.

Date.....

Signature of candidate.

I
father/guardian of the said confirm and
agree to be bound by the above terms.

Date.....

Signature of father/guardian.

APPENDIX G

(Referred to in rules 6 and 25)

Subjects of the Trade Test will be :—

	Marks
1. General	100
2. Any one of the following—	100
(a) Telegraphy	
(b) Telephony	
(c) Line Construction and maintenance	
(d) Transmission-Carrier and VFT	
3. Vice versa	100

Details of the subjects are given below.

I. GENERAL

A written test on general electrical Engineering and Electricity and Magnetism and other allied sciences. The questions will be of a practical nature and of a standard which a candidate who has passed either the matriculation examination of a recognised University or a recognised equivalent examination and has worked in the Department should be able to answer.

Definitions : Ampere, ohms, Volt, Farad, Ohms Law, Laws of parallel and series circuits of resistances and capacitance.

Fundamental laws of magnetism—rules governing direction of current polarity of magnets, etc.

Power in A. C. Circuits, Power-factor, A. C. and D. C. generating and distributing principles. Protection and protective devices.

Fundamental principles of dynamos and motors—Illumination and lighting.

Electrical measurements and measuring instruments and their principles.

II. TELEGRAPHY

Fundamental principles of telegraphy ; different types of primary and secondary cells, their installation, assembly, use and maintenance in telegraph offices. Function and adjustment of telegraph transmitting apparatus of various types, such as Morse, Baudot, Teleprinter and Auto Transmitters General principles of start-stop systems. Principle and working details of telegraph relays—polarised and non-polarised instruments—Electric bells and vibrators—Battery reversing switches. Simplex and Duplex working.

Repeaters—Morse and Baudot repeaters.

Testing—Routine testing of lines, principles of Wheatstone bridge, line testing procedure, G. P. O. Detector and its use.

Telegraph Office fittings :—Electric wiring practice and regulations, house-wiring and maintenance of electric installations.

Motor generator sets and Rectifiers—their principles ; relative advantages, maintenance ; circuit arrangements for Battery charging.

III. TELEPHONY

Different types of receivers and transmitters Magneto and C. B. Systems, circuit details and function of components, telephone relays and their use and adjustments, MDF and IDF; Ringers and Power plant in exchanges including batteries and their maintenance. Trunk line commutators.

Elementary principles and circuits of auto telephone systems :—The Strowger system—adjustment of telephone relays and switches.

Routine tests and maintenance of telephone exchanges—principles of Junction working. Trunk boards and Trunk working procedure. PBX and RAX. Protective devices.

IV. LINE CONSTRUCTION AND MAINTENANCE

Construction Codes, Vol. I and II, and general principles of C-8 type line construction. Transposition schemes—Preparation and maintenance of line records—Power Parallelism and fundamental principles of inductive interference.

Testing.—Routine testing of lines, Principles of Wheatstone bridge, line testing procedure G. P. O. Detector and its use.

Cables and cable laying, repairs and cable maintenance ; underground cable systems.

Elementary principles of telegraphy and telephony—Magneto and C. B. Systems.

V. TRANSMISSION—CARRIER AND V. F. T.

General principles of carrier current working, frequency allocation, simple block schematic circuit of carrier system—3 Channel and single channel. Performance requirements of carrier systems, signalling arrangement in channels, hybrid circuit and principle, fundamentals of electronics—modulation, oscillators, amplifiers and filters. Various uses of thermionic valves, synchronising, line up of carrier systems.

Characteristics of open wire lines, V. F. repeaters and their use, 2 wire and 4 wire repeaters.

Principles of V. F. T. working, Static relays, adjustment of telegraph relays, Principles of Telegraph distortion and its measurement, Teleprinters—their mechanism, principles of working and adjustments.

Trunk line commutators and cabling practice in repeater stations.

Power supply arrangements, Principles of rectifiers and motor generators. Secondary batteries, their assembly, first charge and maintenance.

The minimum marks for qualifying will be 40 per cent in each written paper.

2. All the candidates who pass the written test will be required to appear before a Selection Board for a viva voce test. A candidate must obtain at least 50 per cent. of the allotted marks in the viva voce test in order to qualify in the Trade Test.

3. The marks obtained in the viva voce test will be added to the marks obtained in the written examination and the order of merit will be strictly according to the aggregate marks.

APPENDIX H

(Referred to in rule 11)

Details for the grant of age concession to persons who took part in the National Movements.

1. *Grounds on which relaxation of age-limit will be granted.*—To be eligible for the concession of relaxation of the upper age-limit for admission to the examination a candidate must have taken part in the National Movements and must (a) either (i) have actually been debarred from or refused admission to a Competitive Examination for recruitment to the service for which the examination is being held in 1951 on account of his political activities, or (ii) have been imprisoned or detained on account of his political activities thus preventing his candidature for such an examination, and (b) at the time when he was so prevented from taking such an examination, have been within the normal age limits prescribed therefor.

NOTE.—It is not necessary for the purposes of this concession that a candidate should have actually been imprisoned or under detention at the time of the examination at which he would otherwise have been a candidate, was held.

2. *The age relaxation to be allowed.*—A candidate who fulfils the conditions of eligibility for the concession mentioned in the preceding paragraph will be allowed to appear at the examination if he would have competed at it in the normal course, but for his participation in the National Movements, if he is not over 35 years of age on the date of commencement of the examination. He will not be eligible to claim this concession for admission to any examination which may be held after the 31st December 1951.

3. *Proof of participation in National movements.*—A candidate who claims the concession for relaxation of the age-limit should submit always with his application a certificate from a Member of Parliament or of a State Legislature, or an affidavit filed before a First Class Stipendiary Magistrate by a respectable person testifying the facts about the candidate's participation in the National Movements and his being debarred in consequence from admission to such an examination.

4. *Application Form.*—A candidate who claims the benefit of this concession should submit his application through the State Government/Chief Commissioner of the State where he ordinarily resides, who will forward it to the Head of the Circle concerned with necessary remarks by the date prescribed in the Notice.

[No. STA-116-3/51.]

New Delhi, the 20th August 1951

S.R.O. 1293.—In exercise of the powers conferred by section 21 of the Indian Post Office Act, 1898 (VI of 1898), the Central Government hereby directs that

the following further amendment shall be made in the Indian Post Office Rules, 1933, namely :—

In sub-rule (1) of rule 35 of the said Rules for the words, "If a parcel contains cloth or woollen materials, it must be packed in a strong wrapper with an outer covering of stout cloth. In the case of a parcel containing other articles, it must be packed in a metal container or wooden case according to the nature of the article" the following words shall be substituted, namely :—

"If a parcel contains cloth or woollen material, it must be packed in strong wrapper with an outer covering of stout card board or cloth. Parcels containing articles of great value like gold, bullion, jewellery and the like must be packed in a metal container or a wooden case according to the nature of the article"

[C-40-114/50.]

K. V. VENKATACHALAM, Deputy Secy.

New Delhi, the 21st August 1951

S.R.O. 1297.—The following draft of certain further amendments to the Indian Aircraft Rules, 1937, which the Central Government propose to make in exercise of the powers conferred by section 5 of the Indian Aircraft Act, 1934 (XXII of 1934), is published as required by section 14 of the said Act for the information of all persons likely to be affected thereby and notice is hereby given that the draft will be taken into consideration on or after the 1st December 1951. Any objection or suggestion which may be received from any person with respect to the said draft before the date specified will be considered by the Central Government.

Draft Amendments

In the said Rules,

1. For the words "ground engineer" and "Ground Engineers" wherever they occur, the words "aircraft maintenance engineer" and "Aircraft Maintenance Engineers" respectively shall be substituted.

2. For rule 61, the following shall be substituted, namely:—

"61. Licensing of Aircraft Maintenance Engineers—

(1) For the purpose of rules 57, 58 and 60 the Central Government may grant licences to persons to act in the capacity of Aircraft Maintenance Engineers, and to sign in connection with the construction, repair, overhaul and maintenance of aircraft such certificates as may be prescribed or required under these rules.

(2) The categories and privileges in respect of which licences for aircraft maintenance engineers may be granted, shall be as follows:—

(a) Category A (applicable to aircraft, excluding engines) in respect of:—

(i) Certification as to fitness for flight of an aircraft for which a certificate of airworthiness is about to be issued.

(ii) Certification as to the safety for flight of public transport aircraft.

(iii) Certification in the log book of work done under approved maintenance schedules.

(iv) Certification in the log book of repairs approved as minor repairs.

(v) Certification in the log book of modifications approved as minor modifications.

(vi) Certification in the log book of replacement of approved components and parts.

(b) Category B (applicable to aircraft, excluding engines) in respect of:—

(i) Certification in the log book of aircraft after overhaul, except that the overhaul, repair or modification of the engine(s), instruments, automatic pilots, variable pitch propellers, or electrical equipment shall have been previously certified by a firm approved for the purpose or by an aircraft maintenance engineer appropriately licensed.

(ii) Certification in the log book of approved repairs.

- (iii) Certification in the log book of approved modifications.
- (iv) Certification in the log book of the replacement of approved components and parts.
- (v) Certification of the construction of components and parts and the materials used therefor, unless it is stated in the licence that this duty is excluded.
- (c) Category C (applicable to engines) in respect of:—
 - (i) Certification as to fitness for flight of engines including propellers fitted in an aircraft for which a certificate of airworthiness is about to be issued.
 - (ii) Certification as to the safety for flight of enlines including propellers fitted in public transport aircraft.
 - (iii) Certification in the log book of work done under approved maintenance schedules.
 - (iv) Certification in the log book of the embodiment of approved modifications and the replacement of approved components and parts, provided that the work has not involved dismantling the engines other than to obtain access to pistons, cylinders and valve-operating gear.
- (d) Category D (applicable to engines only) in respect of:—
 - (i) Certification in the log book of engines after overhaul and test except that the overhaul, repair or modification of magnetos and other ignition equipment shall have been previously certified by a firm approved for the purpose or by an aircraft maintenance engineer licensed for the purpose in Category X.
 - (ii) Certification in the log book of approved repairs.
 - (iii) Certification in the log book of approved modifications.
 - (iv) Certification in the log book of the replacement of approved components and parts.
 - (v) Certification of the construction of components and parts and the materials used therefor, unless it is stated in the licence that this duty is excluded.
- (e) Category X in respect of:—
 - (i) Certification in the log book of the installation and compensation of compasses.
 - (ii) Certification of overhauls, repairs, modifications or replacements and tests thereof of aircraft engine ignition apparatus.
 - (iii) Certification in the log book of the overhaul, repair, modification, test, and installation of variable pitch propellers and of replacements thereto.
 - (iv) Certification of the overhaul, repair, modification, test, and installation of aircraft and engine instruments, and of replacements thereto.
 - (v) Certification of the overhaul, repair, modification, test, and installation of electrical equipment and of replacements thereto.
 - (vi) Certification of the overhaul, repair, modification, test, and installation of automatic pilots and of replacements thereto.
- (3) An applicant for an aircraft maintenance engineer's licence shall not be less than 21 years of age.
- (4) The requirements to be satisfied for the grant or extension of an aircraft maintenance engineer's licence shall be as laid down in section 'F' of schedule III.
- (5) An applicant for the grant or the extension of an aircraft maintenance engineer's licence shall be required to undergo tests which may consist of:—
 - (a) Written Examination,
 - (b) Oral Examination, and
 - (c) Practical tests as appropriate.
- (6) An applicant who fails in any of the above tests will not be permitted to appear again for such tests for a period of three months or such other period as may be intimated to the applicant by the Director General.

- (7) Licences shall remain valid, unless cancelled or suspended, for the periods specified therein, subject to a maximum period of twelve months in each case, and may thereafter be renewed by the Central Government. A candidate for the renewal of a licence may be required to undergo further examinations and tests as a condition of the renewal of the licence.
- (8) An Aircraft Maintenance Engineer licensed in a particular category shall, subject to the provisions of sub-rule (9), be competent to deal with the matters specified in sub-rule (2) in respect of the category in which he is licensed.
- (9) A licence granted under this rule shall specify the type or types of aircraft, aero-engines, instruments, accessories or equipment which the licensee is competent to deal with, and may contain restrictions limiting his competence to deal with any particular class of work, and the Central Government may at any time vary such specifications or restrictions.
- (10) Without prejudice to the provisions of sub-rule (3) of rule 19, the Central Government may after such inquiry as it may deem fit cancel, suspend or endorse any licence granted under this rule where it is satisfied that:—
- the holder of such licence has performed work, or granted a certificate in respect of Work which has not been performed in a careful and competent manner, or
 - the holder of such licence has signed a certificate in respect of any matter which he is not licensed to deal with, or
 - it is undesirable for any other reason that the holder of such licence should continue to exercise the functions of an aircraft maintenance engineer.
- (11) The Central Government may withhold the grant or renewal of a licence if for any reason it considers it desirable to do so."
3. For rule 62, the following rule shall be substituted, namely:—
- "62. Fees:—(1) The following fees shall be payable in respect of the issue or renewal of certificates of airworthiness and aircraft maintenance engineer's licences and duplicate certificates and licences, and the inspection, tests and examinations required by this Part:—

Certificates of Airworthiness Aerodynes

- (a) Issue or renewal of certificate, including such inspections as may be required by the Central Government:—

	Rs.
Maximum permissible weight of 2,500 lbs. or less	75
Maximum permissible weight over 2,500 lbs. but not more than 5,000 lbs.	130
Maximum permissible weight over 5,000 lbs. but not more than 10,000 lbs.	200
Maximum permissible weight over 10,000 lbs. but not more than 20,000 lbs.	300
Maximum permissible weight over 20,000 lbs. but not more than 50,000 lbs.	600
Maximum permissible weight over 50,000 lbs.	1,000
(b) Issue of certificate without inspection (Rule 50).	25
(c) Issue of duplicate certificate	10

Aircraft Maintenance Engineer's Licences

For the licence—

Issue, renewal or issue of duplicate licence	...	10
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For each separate technical examination—

When required, before issue, renewal or extension—

(i) One Category	...	25
(ii) Two Categories	...	35
(iii) Each additional Category	...	15

(iv) Additions of types of aircraft, engines, instruments, accessories, or equipment to those already endorsed on the licence for each category in which additions are required. ... 15

(2) An application for a licence or certificate or for the renewal or extension of a licence or certificate shall be accompanied by a Treasury Receipt or a money order for the sum necessary to cover all the fees payable but when, for any reason, the licence or certificate is not issued, renewed or extended, the Central Government may refund to the applicant such proportion of the sum paid as represents the cost of any examination or inspection not carried out or any licence or certificate not issued."

4. In Schedule III, for "Section F" the following section shall be substituted, namely:—

"SECTION F"

"AIRCRAFT MAINTENANCE ENGINEERS LICENCES—SYLLABUS, QUALIFYING TESTS AND EXAMINATIONS"

"SUB-SECTION I—*Aircraft Maintenance Engineer Licence*"

"ISSUE AND EXTENSION—CATEGORY 'A'"

1. *Experience Required.*—Applicants for the grant of a licence in category 'A', the addition of category 'A' to an existing licence, and the extension of a licence already valid in Category 'A' will be required to furnish particulars of their experience, and this must include the full minimum experience as shown in the tables at the end of paragraph 5.

2. Applicants accepted for examination for a licence in Category 'A' will be required to answer questions in order to demonstrate their knowledge in respect of the subjects detailed in paragraph 3 below according to the construction of the type (s) for which a licence is desired.

3. *Syllabus.*—(1) Indian Aircraft Rules in so far as they affect an aircraft maintenance engineer licensed in Category 'A'.

(2) The various terms used in aeroplane construction and aerodynamics and the functioning of each component part of an aeroplane.

(3) Practical arithmetical calculations, involving vulgar and decimal fractions, percentages and mensuration.

(4) The preparation of a brief report, illustrated by sketches if necessary, describing the replacements required in the event of damage, defect or wear.

(5) The inspection and checks for alignment after assembly of aeroplane structural components.

(6) The inspection during and after adjustment of flying controls.

(7) The correction of faults experienced in flight with particular reference to rigging and control settings.

(8) General maintenance (including equipment) and minor repairs.

(9) Defects and deterioration of metallic materials, treatments and methods used against corrosion.

(10) Defects and deterioration of wooden structures, including treatments and methods used in connection with them, where applicable.

(11) Defects and deterioration of materials—other than wood or metal—including fabric, dopes, etc. Treatments and methods used in rectifying defects encountered, where applicable.

(12) The inspection of control mechanisms for defects and deterioration.

(13) The inspection and scope of investigation following heavy landings.

(14) The methods of checking flying instruments for correct functioning, the inspection of instruments and instrument installations in aeroplanes, and methods of making check calibrations.

(15) The inspection of electrical installations in aeroplanes and testing for correct functioning and condition.

(16) The inspection of undercarriage shock-absorbing legs, brakes, wheels and tyres.

(17) The principles of operation of retracting undercarriage and flap operating systems and inspection of these systems installed in aeroplanes, where applicable.

(18) Where applicable, general principles of operation of the particular type of automatic pilot installed in the aeroplane.

(19) Where applicable, methods of coupling the automatic pilot system to the aircraft flying controls. Tests to ensure that the automatic pilot can be immediately disengaged and/or over-controlled in any emergency.

(20) Where applicable, the daily maintenance and periodical inspections necessary to ensure correct operation and functioning of automatic pilot installations. Such minor replacements and adjustments on the aeroplane as specified in the maintenance manual as being within the scope of an aircraft maintenance engineer licensed in Category 'A'.

4. Where, subsequent to a written examination, an oral examination is required by the Director General, applicants may be required to answer further questions in respect of the subjects detailed in paragraph 3 above, and in all cases they shall be required to demonstrate in this examination:

Practical knowledge of inspection and the use of measuring instruments and the interpretation of drawings.

5. Where a test of workmanship is required by the Director General, applicants may be expected to demonstrate their ability in the use of hand tools by the fabrication of samples from engineering drawings. Such samples may include the making of small aircraft parts, and/or approved repairs to aircraft parts."

"Issue or Addition of Category 'A'

(Vide paragraph 1 above)

	I	II	III
Type of Aeroplane :—	Any single-engined aircraft with maximum all-up-weight not exceeding 4,000 lbs.	Any twin-engined aircraft with maximum all-up-weight not exceeding 35,000 lbs. and also twin-engined aircraft with maximum all-up-weight in excess of 35,000 lbs.	Any aircraft with more than two engines and maximum all-up-weight in excess of 35,000 lbs.
Total aeronautical engineering experience, periods totalling:— and this must include general practical maintenance and inspection during maintenance of airframes, periods totalling:— and either	*3 years	*3 years	*5 years
(a) of this, periods totalling:— must have been on the practical maintenance and inspection during maintenance on the type for which application is made; or	12 months	18 months	24 months
	6 months	6 months	6 months
(b) of this, periods totalling:— must have been on the practical maintenance and inspection during maintenance on types similar to the one for which the application is made and periods totalling:— must have been on maintenance and/or inspection during maintenance on the type for which application is made.	6 months	6 months	6 months
	3 months	3 months	3 months
*NOTE.—Where the applicant has satisfactorily completed a course of training approved by the Director General the requirements for practical experience may be reduced by a period of not more than 1 year."			

"Extension in Category 'A'"

(Vide paragraph 1 above)

Type of aircraft

Experience of practical maintenance and inspection during maintenance of airframes

I. Any single-engined aircraft with maximum all-up-weight not exceeding 4,000 lbs.	Periods totalling 6 months spent on the type for which extension is desired, unless the licence is already valid in Category 'A' for a type of similar construction when evidence of 3 months' recent experience on the type for which application is made, may be accepted.
II. Any twin-engined aircraft with maximum all-up-weight not exceeding 35,000 lbs. and single-engined aircraft with maximum all-up-weight in excess of 4,000 lbs.	Periods totalling 6 months spent on the type for which extension is desired, unless the licence is already valid in Category 'A' for a type of similar construction and approximately comparable all-up-weight, when evidence of 3 months' recent experience on the type for which application is made, may be accepted.
III. Any aircraft with more than two engines and also twin-engined aircraft with maximum all-up-weight in excess of 35,000 lbs.	Periods totalling 6 months spent on the type for which extension is desired, unless the licence is already valid in Category 'A' for a type of similar construction and of approximately comparable all-up-weight when evidence of 3 months' recent experience on the type for which application is made, may be accepted."

"SUB-SECTION II—Aircraft Maintenance Engineer Licence".**"ISSUE AND EXTENSION—CATEGORY 'B'"**

1. *Experience required.*—(1) Applicants for the grant of a licence in Category 'B', the addition of Category 'B' to an existing licence, and the extension of a licence already valid in Category 'B' will be required to furnish particulars of their experience and this must include the full minimum experience as shown in the table at the end of paragraph 5.

(2) Where the licence is required to include the certification of the construction of parts and of the materials used therefor, applicants shall have had a minimum of two years' experience of the inspection, of the fabrication of materials into aeroplane parts, components and complete aeroplanes. At least one year of this experience must have been spent in the identification, selection, inspection and physical testing of materials involved, the heat treatment of metals and the various processes for the protection of materials, parts and assemblies against corrosion applicable to the type(s) for which application is made.

2. Applicants accepted for examination for a licence in Category 'B' for certification of the overhaul and repair of aeroplanes incorporating the replacement of approved parts and components only, will be required to answer questions in order to demonstrate their knowledge in respect of the subjects detailed in paragraph 4, sub-paragraphs (1) to (17) according to the construction of the type(s) for which accepted.

3. Applicants accepted for examination for a licence in Category 'B' for the certification of the overhaul and repair of aeroplanes including the certification of the construction of components and parts and materials used therefor, will be required to answer questions in order to demonstrate their knowledge in respect of the subjects referred to in paragraph 2 above and, in addition, will be required to answer questions in order to demonstrate their knowledge in respect of the subjects detailed in paragraph 4, sub-paragraphs (18) to (23) according to the construction of the type(s) for which accepted.

4. *Syllabus.*—(1) Indian Aircraft Rules in so far as they affect an aircraft maintenance engineer licensed in Category 'B'.

(2) The various terms used in aeroplane construction and aerodynamics and the functioning of each component part of an aeroplane.

(3) Practical arithmetical calculations, involving vulgar and decimal fractions, percentages and mensuration.

(4) The preparation of an inspection report on the condition of an aeroplane that is about to be overhauled for the renewal of the certificate of airworthiness.

(5) The method of systematically carrying out the required overhaul.

(6) The procedure for completing the inspection record on work done for the purpose of overhaul of the component parts.

(7) The approved repair schemes applicable to the complete rectification and overhaul of the component parts.

(8) The inspection of the repair, overhaul and assembly of components and the workshop processes involved, such as glueing, doping, welding, brazing and soldering, in so far as they affect the incorporation of previously approved replacement members and parts, including the appropriate protective treatment, where applicable.

(9) The inspection and methods of checking for alignment and symmetry of components such as fuselages, hulls, floats, wings and fixed-pitch propellers, where applicable.

(10) The inspection of the repair, overhaul and functional testing of tanks, radiators and coolers.

(11) The inspection of the repair, overhaul and functional testing of shock-absorbing devices of landing gear.

(12) The inspection of engine installations, less engines but including controls, fuel, oil and coolant systems.

(13) The inspection of the complete air frame, including controls and trimming devices, for correct assembly and functioning.

(14) The general principles of electricity and magnetism and, as far as it is practicable on the ground, the inspection of the installation and functioning of instruments, automatic pilots and electrical equipment. Methods of making check calibrations.

(15) The method of determining the weight and the position of the centre of gravity of an aeroplane and the preparation of the weight schedule.

(16) The preparation of a sketch of proposed repair or modification from which a finished drawing can be made.

(17) The inspection of the assembly and functioning of retracting devices such as landing gear-flaps, air brakes, etc., where applicable.

(18) The identification, selection, inspection and physical testing of the various timbers used in the construction of the aeroplane, where applicable.

(19) The methods of examination and physical testing of all the non-metallic materials (other than timbers) used in the construction of the aeroplane to ensure compliance with specification requirements.

(20) The inspection during fabrication of non-metallic materials into aeroplane parts and components of the workshop processes involved, glueing, stitching, doping and protective measures against corrosion and deterioration, where applicable.

(21) The methods of examination and physical testing of both ferrous and non-ferrous metallic materials used in the construction of the aeroplane, to ensure compliance with specification requirements.

(22) The inspection during fabrication of metallic materials into aeroplane parts and components and of the workshop processes involved. Heat treatment including temperature control, welding, soldering, brazing, electroplating and other protective treatments against corrosion and deterioration.

(23) The inspection during construction of components such as fuselages, wings, fixed-pitch propellers, tanks, radiators and coolers.

5. Where, subsequent to a written examination, an oral examination is required by the Director General, applicants may be required to answer further questions in respect of the subjects detailed in paragraph 4 above, as applicable, and in all cases they shall be required to demonstrate in this examination:—

Practical knowledge of inspection, the use of measuring instruments and the interpretation of drawings."

"Issue or Addition of Category 'B'

(Vide paragraph 1 above)

	I	II	III
Type of Aeroplane	Any single-engined aircraft with maximum all-up-weight not exceeding 4,000 lbs.	Any twin-engined aircraft with all-up-weight not exceeding 35,000 lbs.	Any aircraft with more than two engines and also twin-engined aircraft with maximum all-up-weight in excess of 35,000 lbs.
Total aeronautical engineering experience periods totalling:— and this must include general practical overhaul and repair of airframes, periods totalling:— and either	4 years 18 months	5 years 24 months	5 years 30 months
(a) of this, periods totalling:— must have been on the practical overhaul and repair experience of the type for which application is made; or	6 months	6 months	12 months
(b) of this, period totalling:— must have been on the practical overhaul and repair experience of the type similar in characteristics to the one for which application is made and periods totalling:— must have been on the practical overhaul and repair experience of the type for which application is made.”	6 months 3 months	6 months 3 months	12 months 3 months

"Extension in Category 'B'

(Vide paragraph 1 above)

Type of aircraft	Experience of practical overhaul and repair of aircraft
Any single-engined aircraft with maximum all-up-weight not exceeding 4,000 lbs.	Periods totalling 6 months spent on the type for which extension is desired, unless the licence is already valid in Category 'B' for a type of similar construction when evidence of 3 month recent experience on the type for which application is made, may be accepted.
Any twin-engined aircraft with maximum all-up-weight not exceeding 35,000 lbs. and single-engined aircraft with maximum all up-weight in excess of 4,000 lbs.	Periods totalling 6 months spent on the type for which extension is desired, unless the licence is already valid in Category 'B' for a type of similar construction and approximately comparable all-up-weight, when evidence of 3 months recent experience on the type for which application is made, may be accepted.

Type of aircraft Experience of practical overhaul and repair of aircraft

Aly aircraft with more than two engines and also twin-engined aircraft with maximum all-up-weight in excess of 35,000 lbs.

Periods totalling 6 months spent on the type for which extension is desired, unless the licence is already valid in Category 'B' for a type of similar construction and of approximately comparable all-up-weight when evidence of 3 months recent experience on the type for which application is made, may be accepted."

"SUB-SECTION III—Aircraft Maintenance Engineer Licence"**"ISSUE AND EXTENSION—CATEGORY 'C'"**

1. Experience required.—Applications for the grant of a licence in Category 'C', the addition of Category 'C' to an existing licence, and the extension of a licence already valid in Category 'C' will be required to furnish particulars of their experience and this must include the full minimum experience as shown in the table at the end of paragraph 5.

2. Applicants accepted for examination for a licence in Category 'C' will be required to answer questions in order to demonstrate their knowledge in respect of the subjects detailed in paragraph 3, sub-paraphraphs (1) and (2) for piston engines and sub-paraphraphs (1) and (3) for turbo-jet and turbo-propeller engines according to the type(s) for which a licence is desired.

3. Syllabus—(1) **General.**—(a) Indian Aircraft Rules in so far as they affect an aircraft maintenance engineer licensed in Category 'C'.

(b) Practical arithmetical calculations involving vulgar and decimal fractions, percentages and mensuration.

(c) The preparation of a brief report, illustrated by sketches if necessary, describing the replacements required in the event of damage, defect or wear.

(d) Methods of inspection for defects during rectification, clearances and allowances for wear and distortion.

(e) Methods of rectification of defects, inspection during and after re-assembly.

(f) Inspection and checks on complete installation and systems, as required during engine installation.

(g) The methods of checking engine instruments for correct functioning the inspection of engine instruments and installations in aeroplanes, and methods of making check calibrations.

(h) Testing and tuning on the ground, including bench testing in accordance with the manufacturer's recommended procedure as applicable, including diagnosis of all types of running faults.

(i) Inspection during daily maintenance and periodical servicing. The preparation of engines for installation and inhibition after removal.

(j) Where applicable, the assembly of variable-pitch propellers dismantled for ease of transprot, assembly of propeller to engine, inspection of damage to propellers, permissible limits and methods of rectification.

(k) Where applicable, the principles of operation of variable-pitch propellers and controlling devices; inspection of correct assembly and functioning; ground testing and rectification of defects.

(2) **Piston Engines.**—(a) The principles of operation of piston engines and the general construction thereof.

(b) Constructional details of parts the rectification of which may be certified by the holder of a licence in Category 'C'.

(c) Typical running faults and defects calling for partial overhaul or other rectification which may be certified by the holder of a licence in Category 'C'.

(d) The principles, arrangement and inspection of the complete fuel, oil (pneumatic, hydraulic and coolant, where applicable) systems, and tests for functioning and defects and methods of rectification.

(e) Inspection of ignition systems for correct installation, condition, timing and functioning, and tests for defects and methods of rectification.

(f) The principles of operation of carburettors and/or injectors; inspection of carburettors and/or injectors, controls and induction systems; tests for functioning and defects.

(g) Where applicable, the inspection of fixed-pitch propellers and checks during assembly to engine.

(h) Where applicable, the principles of super-charging and the operation of boost controls; inspection for correct assembly, adjustment and functioning.

(3) *Turbo-jet and Turbo-propeller Engines.*—(a) The principles of operation of turbo-jet and/or turbo-propeller engines and general construction of the current type(s) of engines for which accepted.

(b) The various terms used in the construction of turbine engines and the functioning of each component part of the engine.

(c) The procedure for the partial dismantling and re-assembly of the engine to permit inspection and rectification which may be certified by an engineer licensed in Category 'C'.

(d) Construction, functioning and maintenance (including adjustments) of all systems and ancillary devices necessary for the operation of the engine.

(e) The principles of operation of fuel systems and controls, inspection of complete fuel systems and controls and the tests for functioning and defects.

(f) Inspection of ignition systems for correct installation, condition and functioning and tests for defects and methods of rectification.

(g) Principles, arrangement and inspection of the starter penal systems. Testing for functioning, defects and methods of rectification.

(h) Construction, functioning and maintenance of the complete starting system.

(i) Knowledge of safety precautions during ground running, parking and storage, and means of protection of breakdown points of fuel systems.

4. Where, subsequent to a written examination, an oral examination is required by the Director General, applicants may be required to answer further questions in respect of the subjects detailed in paragraph 3 above, as applicable and in all cases they shall be required to demonstrate in this examination—

Practical knowledge of inspection and of the use of measuring instruments and the interpretation of drawings.

5. Where a test of workmanship is required by the Director General, applicants may be expected to demonstrate their ability in the use of hand tools by the fabrication of samples from engineering drawings. Such samples may include the making of small engine parts and/or approved repairs to engine parts."

"Issue or Addition of Category 'C'

(Vide paragraph 1 above)

Type of engine	I	II	III
	Any normally aspirated piston engine rated at 250 BHP or below	Any piston engine rated at 1,200 BHP or below (not included in Column I)	Any engine not included in Columns I and II
Total aeronautical engineering experience, periods totalling :— and this must include general practical maintenance and inspection during maintenance of engines, periods totalling :— and either (a) of this, periods totalling :— must have been on the practical maintenance and inspection during maintenance on the type for which application is made.; or	*3 years	*3 years	*4 years
	12 months	18 months	24 months
	6 months	6 months	12 months

*Note.—Where the applicant has satisfactorily completed a course of training approved by the Director General the requirements for practical experience may be reduced by a period of not more than 1 year."

	I	II	III
(b) of this, period totalling:— must have been on the practical maintenance and inspection during maintenance on the types similar to the one for which the application is made and periods totalling:— must have been on maintenance and inspection during maintenance in the type for which application is made.	6 months	6 months	12 months
	3 months	3 months	6 months

"Extension in Category 'C'"

(Vide paragraph 1 above)

Type of engine	Experience of practical maintenance and/or inspection during maintenance of engines
I. Any normally aspirated engine rated at 250 BHP or below.	Periods totalling 6 months spent on the type for which extension is desired, unless the licence is already valid in a Category 'C' for a type of similar construction when evidence of 3 months recent experience on the type for which application is made, may be accepted.
II. Any piston engine rated 1200 BHP or below (not included in I above).	Periods totalling 6 months spent on the type for which extension is desired, unless the licence is already valid in Category 'C' for a type of similar construction and approximately comparable BHP when evidence of 3 months recent experience on the type for which application is made, may be accepted.
III. Any engine not included in I and II above.	Periods totalling 12 months spent on the type for which extension is desired, unless the licence is already valid in Category 'C' for a type of similar construction and approximately comparable BHP when evidence of 3 months recent experience on the type for which application is made, may be accepted."

"SECTION IV—Aircraft maintenance engineering Licence"**"ISSUE AND EXTENSION—CATEGORY 'D'"**

"1. Experience required.—(1) Applicants for the grant of a licence in Category 'D', the addition of Category 'D' to an existing licence, and the extension of a licence already valid in Category 'D' will be required to furnish particulars of their experience and this must include the full minimum experience as shown in the table at the end of paragraph 5.

(2) Where the licence is required to include the certification of the construction of parts and of the materials used therefor, applicants shall have had a minimum of two years' experience of inspection of the fabrication of materials into engine parts, components and complete engines. At least one year of this experience must have been spent in the identification, selection, inspection and physical testing of materials involved, the heat treatment of metals and the various processes for the

protection of materials, parts and assemblies against corrosion applicable to the type(s) for which application is made.

3. Applicants accepted for examination for a licence in Category 'D' for the certification of the overhaul, repair and test of engines incorporating the replacement of approved parts and components only, will be required to answer questions in respect of the subjects detailed in paragraph 4, sub-paragraphs (1) to (15) according to the construction of the type(s) for which accepted.

3. Applicants accepted for examination for a licence in Category 'D' for the certification of the overhaul, repair and test of engines, including the certification of the construction of components and parts and the materials used therefor, will be required to answer questions in respect of the subjects referred in paragraph 2 above and in addition will be required to answer questions in respect of the subjects detailed in paragraph 4, sub-paragraphs (16) to (20) according to the construction of the type(s) for which accepted.

4. *Syllabus.*—(1) Indian Aircraft Rules in so far as they affect an aircraft maintenance engineer licensed in category 'D'.

(2) Practical arithmetical calculations, involving vulgar and decimal fractions, percentages and mensuration.

(3) The principles of operation of piston engines, with special reference to current types of aircraft engines.

(4) The preparation of an inspection report on the condition of an engine stripped down for complete overhaul.

(5) The method of systematically carrying out complete overhaul.

(6) The procedure for completing the inspection record on work done for the purpose of overhaul of the component parts.

(7) The methods of inspection during overhaul of the component parts of an engine for wear, malalignment, distortion and damage. The defects likely to be encountered and their rectification, the permissible allowances for wear and distortion and the balancing of parts.

(8) The inspection during rectification of parts and components, workshop processes involved, in so far as they affect the incorporation and fitment of previously approved replacement parts, including the appropriate protective treatments applicable.

(9) The methods of inspection and checking the correct functioning of the ignition, carburation or injection, fuel, oil, pneumatics, hydraulic pumps, etc., and, where applicable, coolant systems.

(10) The inspection of the assembly of the complete engine including controls for correct assembly and functioning.

(11) The principles, functioning, operation, adjustment and control of the apparatus used in testing engines.

(12) The inspection, adjustment and testing of an engine and all its accessories after overhaul, including the measurement of the power developed and of fuel and oil consumption.

(13) The preparation of a sketch of a proposed repair or modification from which a finished drawing can be made.

(14) The methods of inspecting and checking the correct functioning of propeller control systems, where applicable.

(15) The principles of supercharging and the operation and testing of supercharges and boost control systems, where applicable.

(16) The materials, both ferrous and non-ferrous, used in engine construction.

(17) The methods of examination and physical testing of both ferrous and non-ferrous metallic materials used in the construction of the engine to ensure compliance with specification requirements.

(18) The methods of examination and physical testing of metal forgings, castings and pressings used in the construction of the engine, for the detection of characteristic defects which may render them unsuitable and to ensure compliance with both specifications and drawing requirements.

(19) The inspection during fabrication of metallic materials, metal forgings, castings and pressings into engine parts and components, the repair of component parts and of the workshop processes involved, heat treatment, including temperature control, of hardening, tempering, case hardening and normalising procedure, and of welding, white-metalling, soldering, brazing, electro-plating, and other protective treatments against corrosion and deterioration.

(20) The inspection and methods of checking the finished parts and components prior to and during assembly into the complete engine for correct alignment, weight and balance.

5. Where, subsequent to a written examination, an oral examination is required by the Director General, applicants may be required to answer further questions in respect of the subjects detailed in paragraph 4 above, as applicable, and in all cases they shall be required to demonstrate in this examination:

Practical knowledge of inspection, the use of measuring instruments and the interpretation of drawings."

"Issue or Addition of Category 'D'

(Vide paragraph 1 above)

Type of engine.	I	II	III
	Any normally aspirated piston engine rated at 1200 BHP or below	Any piston engine rated at 250 BHP or below (not included in Column I)	Any engine not included in Columns I and II
Total aeronautical engineering experience, periods totalling:—	4 years	5 years	5 years
AND			
this must include general practical, overhaul, repair and test experience of engines periods totalling:—	18 months	24 months	30 months
AND either			
(a) of this, periods totalling:— must have been on the practical overhaul, repair and test on the type for which application made, or	6 months	6 months	12 months
(b) of this, periods totalling:— must have been on the practical overhaul, repair and test experience of types similar in characteristics to the one for which application is made and periods totalling:— on the practical overhaul, repair and test on the type for which application is made.	6 months	6 months	12 months
	3 months	3 months	3 months*

"Extension in Category 'D'

(Vide paragraph 1 above)

Type of engine	Experience of practical overhaul and/ or repairs of engines
I. Any normally aspirated piston engine rated at 250 BHP or below.	Periods totalling 6 months spent on the type for which extension is desired, unless the licence is already valid in Category 'D' for a type of similar construction when evidence of 3 months' recent experience on the type for which application is made, may be accepted.
II. Any piston engine rated at 1200 BHP or below (not included in I above).	Periods totalling 6 months spent on the type for which extension is desired, unless the licence is already valid in Category 'D' for a type of similar construction and approximately comparable B.H.P. when evidence of 3 months' recent experience on the type for which application is made, may be accepted.

III. Any engine not included in I and II above.

Periods totalling 12 months spent on the type for which extension is desired, unless the licence is already valid in category 'D' for a type of similar construction and approximately comparable B.H.P. when evidence of 3 months recent experience on the type for which application is made, may be accepted."

"SUB-SECTION V—Aircraft Maintenance Engineer Licences"
"ISSUE AND EXTENSION—CATEGORIES 'A' & 'C' HELICOPTERS—INCLUDING ENGINES".

"1. Experience required.—(1) Applicants for the grant of a licence for the certification of helicopters, of a maximum authorised all-up-weight of 4,000 lbs. or less before flight, shall have had 3 years aeronautical engineering experience. This must include a minimum of one year of general practical experience in the maintenance of helicopters (including engines). In addition, applicants shall have had recent practical experience of the maintenance and inspection of the type of helicopter (including engine) for which application is made.

(2) Applicants for the issue of a licence for the certification of helicopters of maximum authorised weight of greater than 4,000 lbs. shall have had 4 years aeronautical engineering experience, which must include a minimum of 12 months recent practical experience of helicopters. In addition, such applicants shall have had 6 months recent experience of maintenance and inspection of the type of helicopter for which application is made.

(3) Applicants for the extension of a licence for the certification of helicopters shall have had 3 months recent experience of maintenance and inspection of the type(s) for which extension is desired, in the case of those helicopters that have a maximum authorised weight of 4,000 lbs or less, but 6 months such experience will be required, when extension of the licence is desired to include helicopters exceeding 4,000 lbs. maximum authorised weight.

2. Applicants accepted for examination for a licence in Categories 'A' and 'C' (Helicopters—including engines) will be required to answer questions in order to demonstrate their knowledge in respect of the subjects detailed in paragraph 3 below, according to the construction of the type(s) for which accepted.

3. Syllabus.—(1) Indian Aircraft Rules in so far as they affect an aircraft maintenance engineer licensed in Categories 'A' and 'C'.

(2) Practical arithmetical calculations, involving vulgar and decimal fractions, percentages and mensuration.

(3) The maintenance of a helicopter, including engine(s), and its equipment.

(4) The various terms used in helicopter construction and aerodynamics and the functioning of each component part of a helicopter.

(5) The assembly of helicopter structures, with reference to the assembly and functioning of the rotors, including transmission.

(6) The adjustment of the rotors for the purpose of rectifying faults experienced in flight as a result of defect or mal-adjustment.

(7) The inspection of electrical installations and testing for correct functioning and condition.

(8) Defects and deterioration in covered surfaces in timber and metal structures, as applicable, and methods of rectification.

(9) The principles and functioning of shock-absorbing devices and retracting devices of landing gear, where applicable.

(10) The method of effecting minor repairs and replacements.

(11) The method of checking flying and engine instruments for correct functioning, methods of making check calibrations, and inspection of instruments and installations.

(12) The preparation of a brief report, illustrated by sketches if necessary, describing replacements or repairs required in the case of damage.

(13) The principles of operation of internal combustion engines and the general construction of current types of aircraft engines.

(14) Methods of inspecting engines during replacements of approved parts, the defects likely to be encountered and their rectification, and the permissible allowances for wear and distortion.

(15) The inspection, adjustment and testing of an engine and its accessories after the replacement of approved parts, to ensure correct functioning and power output.

(16) The inspection, before flight, of an engine and its installations, engine ignition apparatus, carburettors, pumps, filters and starting mechanism.

(17) The use of equipment required to test engines after the replacement of approved parts.

(18) The principles of supercharging and the operation of superchargers, where applicable.

(19) The principles of operation of the transmission and the rectification of faults in the system.

4. Where, subsequent to a written examination, an oral examination is required by the Director General, applicants may be required to answer further questions in respect of the subjects detailed in paragraph 3 above, and in all cases they shall be required to demonstrate in this examination:—

Practical knowledge of inspection and of the use of measuring instruments and the interpretation of drawings.”

5. Where a test of workmanship is required by the Director General, applicants may be expected to demonstrate their ability in the use of hand tools by the fabrication of samples from engineering drawings. Such samples may include the making of small helicopter and engine parts, and/or typical repairs to helicopter and engine parts.”

“SUB SECTION VI—*Aircraft Maintenance Engineer Licence*”

“ISSUE AND EXTENSION—CATEGORY ‘X’” (AUTOMATIC PILOTS)

“1. *Experience Required.*—(1) Applicants for the grant of a licence in Category ‘X’ in respect of the overhaul, repair, modification, calibration and installation in aircraft of automatic pilots shall have had at least three years instrument engineering experience, including a minimum of one-and-a-half years of general practical experience of the repair, modification, calibration, installation and testing of aircraft automatic pilots, of which at least half must be recent experience concentrated on the particular type of automatic pilot for which the application is made.

(2) Applicants for extension to include a further type of automatic pilot shall have had at least six months recent practical experience of the particular type or at least three months recent practical experience of the particular type and, in addition, a satisfactory instruction course with the manufacturers.

2. Any application for a licence in Category ‘X’ (Automatic Pilots) will be accepted for one type only in any class of automatic pilot. All applicants will be required to answer questions in order to demonstrate their knowledge in respect of the subjects detailed in paragraph 3, sub-paragraph (1), and in addition, according to the class of automatic pilot for which the application is accepted, questions to demonstrate their knowledge in respect of the subjects detailed in paragraph 3, sub-paragraphs (2) to (4) below.

3. *Syllabus.*—(1) *General.*—(a) Indian Aircraft Rules in so far as they affect the aircraft maintenance engineer licensed in Category ‘X’.

(b) Elementary physics and elementary practical mathematical calculations involved.

(c) The fundamental principles employed in the construction and operation and their application to the particular automatic pilot for which the application is accepted.

(2) *Automatic pilots employing hydraulic operation.*—(a) General principles of construction and operation of the control units, sub-assemblies, hydraulic and air systems.

(b) The necessary inspections prior to installation in the aircraft of the automatic pilot and its sub-assemblies, including oil pumps, regulators and accessories.

(c) The inspection during and after installation in the aircraft, including procedure for bleeding the hydraulic system. Tests to be carried out to ensure that the automatic pilot can be disengaged quickly and/or manually over-controlled in emergency in flight and that it is correctly installed.

(d) The types of failure which may develop in operation and the methods adopted to trace the causes. The adjustment and rectification of minor faults and measures taken to prevent their recurrence.

(e) The inspection of component parts of the control units and sub-assemblies during overhaul, repair or modification and the correction of physical and mechanical faults peculiar to such component parts. The effect of variation and adjustment.

(f) The methods and procedure for lapping, polishing, testing and inspecting ball races, cups, cones and pivots of the gyro and gimbal systems and attachments.

(g) The conventional methods of balancing, calibrating, adjusting and testing during and after overhaul, repair or modification of the sub-assemblies and the complete automatic pilot in the workshop in so far as is permitted by the manufacturer's approved overhaul and repair manual.

(h) The principles employed and methods adopted in the construction, operation, calibration, and testing of the sub-standard test apparatus normally used in automatic pilot repair workshops. The use for this purpose of Reference Standards.

(3) *Automatic Pilots employing pneumatic operation.*—(a) The general principles of operation and construction of the control unit(s) and sub-assemblies, including the monitoring system and air system.

(b) The necessary inspection prior to installation in the aircraft of the automatic pilot and its sub-assemblies, including the compressor, separator and drier.

(c) The inspection during and after installation in the aircraft. Tests to be carried out to ensure that the automatic pilot can be disengaged quickly and/or manually overcontrolled in emergency in flight and that it is correctly installed.

(d) The types of failure which may develop in operation, methods adopted to trace the causes. The adjustment and rectification of minor faults and measures taken to prevent their recurrence.

(e) The inspection of component parts of the control units and sub-assemblies during overhaul, repair or modification and the correction of physical and mechanical faults peculiar to such component parts. The effect of variation and adjustment.

(f) The method and procedure for lapping, polishing, testing and inspecting ball races, cups, cones and pivots of the gyro and gimbal systems and attachments.

(g) The conventional methods of balancing, calibrating, adjusting and testing during and after overhaul, repair or modification of the sub-assemblies and the complete automatic pilot in the workshop in so far as is permitted by the manufacturer's approved overhaul and repair manual.

(h) The principles employed and the methods adopted in the construction, operation, calibration and testing of the sub-standard test apparatus normally used in automatic pilot repair workshops. The use for this purpose of Reference Standards.

(4) *Automatic pilots employing electrical operation (including those with electronic amplifiers).*—(a) Electricity and magnetism, definitions of terms used and their application and elementary practical mathematical calculations involved.

(b) General principles of operation and construction of the control units and sub-assemblies including the electrical, hydraulic and/or air systems and monitoring systems, where applicable.

(c) The necessary inspection prior to installation in the aircraft of the automatic pilot and its sub-assemblies.

(d) The inspection during and after installation in aircraft, including the security and correct connections of the electrical cable system. Tests to be carried out to ensure that the automatic pilot can be disengaged quickly and/or manually over-controlled in emergency in flight and that it is correctly installed.

(e) The types of electrical and mechanical failure which may develop in operation, methods adopted to trace the causes. The adjustment and rectification of minor faults and measures taken to prevent their recurrence.

(f) The inspection of component parts of the control units and sub-assemblies during overhaul, repair or modification and the correction of physical, electrical and mechanical faults peculiar to such component parts. The effect of variation and adjustment.

(g) The methods and procedure for lapping, polishing, testing and inspecting ball races, cups, cones and pivots of the gyro and gimbal systems and attachments.

(h) The conventional method of balancing, calibrating, adjusting and testing during and after overhaul, repair or modification of the sub-assemblies and the complete automatic pilot in the workshop in so far as is permitted by the manufacturer's approved overhaul and repair manual.

(i) The principles employed and methods adopted in the construction, operation, calibration and testing of the sub-standard test apparatus normally used in automatic pilot repair workshops. The use for this purpose of Reference Standards.

4. Where, subsequent to a written examination, an oral examination is required by the Director General, applicants will be required to answer further questions in respect of the subject detailed in paragraph 3, sub-paragraph (1) and, according to the class of automatic pilot for which application is accepted, questions in respect of the subjects detailed in paragraph 3, sub-paragraphs (2) to (4) and in all cases they shall be required to demonstrate in this examination:—

Practical knowledge of inspection, the use of measuring instruments and the interpretation of drawings."

"SUB-SECTION VII—Aircraft Maintenance Engineer Licence"
"ISSUE AND EXTENSION—CATEGORY 'X'"

"INSTALLATION AND COMPENSATION OF COMPASSES IN AIRCRAFT."

"1. *Experience required.*—(1) Applicants for the grant of a licence in Category 'X', in respect of the installation and compensation of direct-reading magnetic compasses in aircraft, will be required to produce satisfactory evidence that they have had a minimum of one year of recent general practical experience in the installation and compensation of direct-reading magnetic compasses in aircraft.

(2) Applicants for the issue of a licence in Category 'X' in respect of the installation and compensation of remote-reading compasses in aircraft shall, in addition to the experience detailed in sub-paragraph (1) above, have had at least six months recent general practical experience in the installation and compensation in aircraft of the type of remote-reading compass for which the application is made.

(3) Applicants for an extension to an existing licence in Category 'X' (Compasses) to include one further type of remote-reading compass in addition to the type(s) already held, shall have had at least three months additional experience on the type for which the extension is required.

2. All applicants accepted for examination for a licence in Category 'X' (Compasses) will be required to answer, in written examination, questions to demonstrate their knowledge in respect of the subjects detailed in paragraph 3, sub-paragraph (1) to (8). The applicants referred to in paragraph 1, sub-paragraphs (2) and (3) will be required to answer questions in order to demonstrate their knowledge in respect of the additional subjects detailed in paragraph 3, sub-paragraphs (9) to (11) according to the form of construction applicable to the type of remote-reading compass for which application is accepted.

3. *Syllabus.*—(1) Indian Aircraft Rules in so far as they affect an aircraft maintenance engineer licensed in Category 'X'.

(2) The general principles of magnetism; magnetic materials and permanent magnets; polarity and strength of bar magnets; the earth as a magnet; the magnetic meridian and its relationship to the geographic meridian.

(3) The general principles of construction of typical aircraft compasses, including magnet system, damping liquid, verge ring and markings, rubber line, grid wires, shock-absorbing suspension and corrector box; the inspection necessary for the detection of common defects that may arise in use.

(4) The installation of compasses in aircraft; points to be observed, and the procedure adopted, before adjustments are made.

(5) The precautions to be observed in the choice of a site for, and the preparation of, a "swinging base"; checking the base by means of a landing compass.

(6) The compensation of compasses in aircraft, including the observation of deviations, the calculations and adjustments necessary for corrections for co-efficients A, B and C, the procedure to be followed after the corrections are made and the preparation of deviation cards and graphs.

(7) The use of a landing compass for the checking of compasses in aircraft.

(8) The compensation of the compass in a marine aircraft afloat by means of a bearing plate, on the aircraft, or by the use of a landing compass ashore.

(9) The general principles of construction of remote reading aircraft compasses, the principles of operation and functioning of the particular type for which the application is made and the inspection of the component parts necessary, prior to installation in the aircraft.

(10) The installation and the correct positioning of the remote-reading compass in the aircraft, including the components and accessories, points to be observed and the procedure adopted before adjustments are made.

(11) The methods and procedure adopted for the compensation of the remote-reading compass in the aircraft, the adjustments to be made to the master-compass, the master indicator, and the repeater units in order to ensure correct functioning.

4. Where, subsequent to a written examination, an oral examination is required by the Director General, applicants may be required to answer further questions in respect of the subjects detailed in paragraph 3, as applicable and in all cases they shall be required to demonstrate in this examination:—

Knowledge, in a practical form, of the subjects detailed in paragraph 3."

**"SUB-SECTION VIII—Aircraft Maintenance Engineer Licence"
ISSUE AND EXTENSION—CATEGORY 'X' (ELECTRICAL EQUIPMENT)**

1. *Experience required.*—Applicants for the grant of a licence in Category 'X' in respect of the overhaul, repair, modification and test of aircraft electrical equipment, shall have had at least three years' electrical engineering experience including a minimum of one and a half years of recent general practical experience in the overhaul, repair and testing of aircraft electrical equipment, including recent experience of the inspection and testing of electrical installations in aircraft.

2. Applicants accepted for examination for a licence in Category 'X' (Electrical Equipment) will be required to answer questions in order to demonstrate their knowledge in respect of the subjects detailed in paragraph 3 below.

3. *Syllabus.*—(1) Indian Aircraft Rules in so far as they affect an aircraft maintenance engineer licensed in Category 'X'.

(2) Elementary electricity and magnetism including both AC and DC systems. Definitions of the terms used and their application, and the elementary practical mathematical calculations involved.

(3) The construction and functioning of all types of electro-magnetic induction machines used on aircraft.

(4) The method of carrying out overhauls and repairs to electro-magnetic induction machines used on aircraft; the inspection necessary to detect defects, mechanical, electrical and magnetic, as a result of wear and deterioration, and the permissible allowances in each case.

(5) The inspection of component parts of aircraft electrical generators, motors, automatic control and switch gear.

(6) The schedule of tests, the equipment required for such tests, and the methods employed in carrying out functional tests to prove satisfactory conditions of electrical generators and motors after overhaul and repair.

(7) The general principles of construction and functioning of all types of automatic control and switch gear; the method of carrying out overhauls, repairs and tests.

(8) The installation, functioning and testing of all types of electrical storage batteries.

(9) The selection and inspection of materials used in construction, repair and overhaul of aircraft electrical equipment.

(10) The types, sizes and capacities of cables, fuses, and switch gear, used in aircraft electrical installation.

(11) The specified light-angles of navigation lamps; the installation, inspection, overhaul and testing of navigation, signalling and landing-light equipment.

(12) Methods of inspecting and testing the whole of the electrical system installed in aircraft, including bonding earthing systems.

(13) The preparation of a circuit diagram illustrating the symbols used to denote the various items of equipment.

4. Where, subsequent to a written examination, an oral examination is required by the Director General, applicants may be required to answer further questions in respect of subjects detailed in paragraph 3 above as applicable, and in all cases they shall be required to demonstrate in this examination:—

Practical knowledge of inspection, the use of measuring instruments and the interpretation of drawings.”

**“SUB-SECTION IX—Aircraft Maintenance Engineer Licence
ISSUE AND EXTENSION—CATEGORY ‘X’ (ENGINE IGNITION APPARATUS)**

1. *Experience required.*—Applicants for the grant of a licence in Category ‘X’ in respect of the overhaul, repair, modification or test of aircraft engine ignition apparatus shall have had at least three years electrical engineering experience, including a minimum of one and a half years recent general practical experience in the overhaul repair and testing of all types of aircraft engine ignition apparatus.

2. Applicants accepted for examination for a licence in Category ‘X’ (Engine Ignition Apparatus) will be required to answer questions in order to demonstrate their knowledge in respect of the subjects detailed in paragraph 3 below:

3. *Syllabus.*—(1) Indian Aircraft Rules in so far as they affect an aircraft maintenance engineer licensed in Category ‘X’.

(2) Elementary electricity and magnetism, definitions of the terms used and their application and the elementary practical mathematical calculations involved.

(3) The construction and functioning of all types of engine ignition apparatus, including screened types fitted to aircraft engines.

(4) The method of carrying out overhauls and repairs; the inspection necessary to detect defects, mechanical, electrical and magnetic, as a result of wear and deterioration, and the permissible allowances in each case.

(5) The inspection and testing of component parts and assemblies, and the equipment required for such tests.

(6) The schedule of tests, the equipment required for such tests, and the methods employed in carrying out functional tests to prove the satisfactory condition of apparatus after overhaul and repair.

(7) The construction and functioning of impulse starters; the methods of carrying out overhauls, repairs and tests.

(8) The construction and functioning of automatic timing devices; the methods of carrying out overhauls, repairs and tests.

(9) The construction, inspection and testing of ignition cables, screened harness and fittings, the defects and deterioration likely to be encountered, and the effect on engine ignition apparatus and sparking plugs, of metal braiding on cables.

(10) The overhaul and testing of sparking plugs.

(11) The preparation of a wiring diagram, from which a finished drawing could be made of the internal and external connections of a typical ignition system.

4. Where, subsequent to a written examination, an oral examination is required by the Director General, applicants may be required to answer further questions in respect of the subjects detailed in paragraph 3 above as applicable, and in all cases they shall be required to demonstrate in this examination:—

Practical knowledge of inspection, the use of measuring instruments and the interpretation of drawings.”

**“SUB-SECTION X—Aircraft Maintenance Engineer Licence
ISSUE AND EXTENSION—CATEGORY ‘X’ (INSTRUMENTS)**

1. *Experience required.*—(1) Applicants for the grant of a licence in Category ‘X’ in respect of the overhaul, repair or modification of aircraft and engine instruments and direct reading magnetic compasses excluding electrically operated instruments, shall have had at least three years’ instrument engineering experience including a minimum of one and a half years of recent general practical experience in the overhaul, repair, calibration and installation in aircraft of all types of physically and mechanically operated aircraft and engine instruments as may be from time to time prescribed in the Indian Aircraft Rules.

(2) Applicants for the issue of a licence in Category 'X' in respect of the overhaul, repair or modification of aircraft and engine instruments, including electrically operated instruments (which shall also include remote reading compasses), shall have had the experience detailed in sub-paragraph (1) and shall, in addition, either be holders of a licence in Category 'X' (Electrical Equipment) together with at least six months' recent practical experience in the overhaul, repair or modification of electrically operated aircraft and engine instruments, or have had at least one year of recent general practical experience in the overhaul, repair or modification of electrically operated aircraft and engine instruments.

2. All applicants accepted for examination for a licence in Category 'X' (Instruments) will be required to answer questions in order to demonstrate their knowledge in respect of the subjects detailed in paragraph 3, sub-paragraphs (1) to (9) below; the applicants referred to in paragraph 1, sub-paragraph (2) will be required to answer questions in order to demonstrate their knowledge in respect of the additional subjects detailed in paragraph 3, sub-paragraphs (10) and (11) below.

3. *Syllabus.*—(1) Indian Aircraft Rules in so far as they affect an aircraft maintenance engineer licensed in Category 'X'.

(2) Elementary physics, and the elementary practical mathematical calculations involved.

(3) The general principles of construction, operation, overhaul and repair of all types of physically and mechanically operated aircraft and engine instruments.

(4) The types of failure which may develop in operation; methods adopted to trace the causes, and measures taken to prevent their recurrence; the effect of variation and adjustment on instrument mechanism.

(5) The inspection of component parts of the various instruments during overhaul and repair; the correction of physical and mechanical faults peculiar to such instruments.

(6) The conventional methods of calibrating, adjusting, and testing aircraft and engine instruments; high and low pressure, temperature and vibration tests, and luminosity tests on luminous and fluorescent dial markings.

(7) The principles employed, and methods adopted, in the construction and operation of the sub-standard test apparatus normally used in instrument repair shops for calibration purposes.

(8) Methods of testing and checking the accuracy of the sub-standard test apparatus; the use for this purpose of Reference Standards.

(9) The preparation of a sketch from which a finished drawing could be made of a part of a typical instrument mechanism.

(10) Electricity and magnetism; definitions of the terms used and their application and the elementary practical mathematical calculations involved.

(11) The general principles of construction; operation, overhaul and repair of all electrically operated instruments used in aircraft, methods of adjustment; detection and rectification of faults peculiar to specific instruments and equipment, and the tests necessary to prove correct functioning.

4. Where, subsequent to a written examination, an oral examination is required by the Director General, applicants may be required to answer further questions in respect of subjects detailed in paragraph 3 above, as applicable, and in all cases they shall be required to demonstrate in this examination:—

Practical knowledge of inspection, the use of measuring instruments and the interpretation of drawings."

"SUB-SECTION XI.—*Aircraft Maintenance Engineer Licence*

ISSUE AND EXTENSION—CATEGORY 'X' (V. P. PROPELLERS)

1. *Experience required.*—Applicants for the grant of a licence in Category 'X' in respect of the overhaul, repair or modification of variable-pitch propellers, shall have had three years general engineering experience, and this must include a minimum of one and a half years of recent general practical experience of the overhaul, repair and balancing of variable-pitch propellers, of which at least six months must have been spent on the overhaul and/or repair of the type of propeller for which application is made.

2. Applicants accepted for examination for a licence in Category 'X' (V. P. Propellers) will be required to answer questions in respect of the subjects detailed in paragraph 3, sub-paragraphs (1) to (14) below, according to the form of construction applicable to the type of propeller for which application is accepted.

3. *Syllabus.*—(1) Indian Aircraft Rules in so far as they affect an aircraft maintenance engineer licensed in Category 'X'.

(2) Practical arithmetical calculations, involving vulgar and decimal fractions, percentages, mensuration and moments.

(3) The principles and functioning of the operating systems of current types of variable-pitch propellers.

(4) The preparation of an inspection report on the condition of the propeller stripped down for complete overhaul.

(5) The method of systematically carrying out the required overhaul.

(6) The procedure for completing the inspection record on work done for the purpose of overhaul of the component parts.

(7) Approved repair schemes applicable to the rectification and overhaul of the component parts.

(8) The methods of inspection during the overhaul of the component parts of a propeller for wear, mal-alignment, distortion and damage. The defects likely to be encountered and their rectification, the permissible clearances and allowances for wear and distortion, and the balancing of parts.

(9) The inspection during rectification of parts and components and the re-assembly of the propeller, and of the workshop processes involved, so far as they affect the incorporation and fitment of previously approved replacement parts, including the appropriate protective treatment applicable.

(10) The inspection during rectification of spinners, fans and all parts normally attached to, and rotating with, propellers.

(11) The construction, and functioning of auxiliary oil pumps, motors, constant speed governors, controlling means and de-icing equipment and the methods of carrying out overhauls, repairs and tests.

(12) The inspection of a complete propeller for correct assembly, adjustment, weight and balance; methods employed for correcting balance and checking torque loading of blades.

(13) Assembly of a propeller to an engine; check testing and adjustment for performance and correction of faults.

(14) The preparation of a sketch from which a finished drawing could be made of a part of the operating mechanism of a variable-pitch propeller.

4. Where subsequent to a written examination, an oral examination is required by the Director General, applicants may be required to answer further questions in respect of the subjects detailed in paragraph 3 above, as applicable, and in all cases they shall be required to demonstrate in this examination:—

Practical knowledge of inspection, the use of measuring instruments and the interpretation of drawings."

5. In Schedule III for "Section G" the following section shall be substituted, namely:—

"SECTION 'G'—GENERAL

Application for the grant, extension or renewal of certificates of airworthiness and aircraft maintenance engineer's licences shall be made to the Director General by whom all the necessary forms will be supplied on demand, and by whom instructions will be issued as to the place and time of inspection or examination and as to further information or evidence required for the purpose of the grant, extension or renewal of the certificate or licence."

[No. 10-A/34-50.]

P. K. ROY, Dy. Secy.

MINISTRY OF TRANSPORT*New Delhi, the 20th August 1951*

S.R.O. 1298.—In exercise of the powers conferred by clause (d) of sub-section (2) of section 52 of the Delhi Road Transport Authority Act, 1950 (XIII of 1950), the Central Government is pleased to make the following rules, namely:—

1. *Short title.*—These rules may be called the Delhi Road Transport Authority (Advisory Council) Rules, 1951.

2. *Definitions.*—In these rules, unless the context otherwise requires,—

- (a) “*Act*” means the Delhi Road Transport Authority Act, 1950 (XIII of 1950);
- (b) “*Authority*” means the Delhi Road Transport Authority;
- (c) “*Chairman*” means the Chairman of the Council;
- (d) “*Council*” means the Advisory Council constituted under section 18 of the *Act*;
- (e) “*Secretary*” means the Secretary of the Council.

3. *Constitution of the Council.*—(1) The Council shall consist of the following members to be appointed by the Central Government, namely:—

- (i) the Chairman of the Authority, who shall be *ex-officio* Chairman of the Council;
- (ii) the General Manager of the Authority who shall be *ex-officio* Vice-Chairman;
- (iii) a representative of the New Delhi Municipal Committee;
- (iv) a representative of the Delhi Notified Area Committee;
- (v) a representative of the Delhi University who shall be a student of that University;
- (vi) a representative of the Press Association, New Delhi;
- (vii) a representative of the Central Secretariat Association;
- (viii) a representative of the United Chamber of Trade Associations, Delhi;
- (ix) a representative of the Punjab Chamber of Commerce, New Delhi;
- (x) a representative of the Delhi Women’s League;
- (xi) the State Motor Transport Controller, Delhi;
- (xii) a representative of the Police Department, Delhi; and
- (xiii) the Executive Engineer, Delhi Circle, Public Works Department, Delhi State.

(2) In addition to the members specified in sub-rule (1) the Central Government may at any time appoint to the Council such other members as it may deem necessary:

Provided that the total number of members of the Council shall not at any time exceed fifteen.

4. *Term of office of members of the Council.*—(1) The term of office of every member of the Council other than members referred to in clauses (i), (ii), (xi), (xii) and (xiii) of sub-rule (1) of rule 3 and non-official members appointed under sub-rule (2) of that rule shall be two years commencing from the date of his appointment.

(2) The members referred to in clauses (i), (ii), (xi), (xii) and (xiii) of sub-rule (1) of rule 3 and official members appointed under sub-rule (2) of that rule

shall hold office during the pleasure of the Central Government.

(3) A person who ceases to be a member of the body which he represents shall be deemed to have vacated his seat on the Council.

(4) A member whose term of office has expired by efflux of time, shall be eligible for re-appointment.

5. Resignation of office by the Chairman or of a member.—The Chairman or a member of the Council may resign his office by giving notice in writing to the Central Government and shall, on such resignation being accepted by the Government, be deemed to have vacated his office.

6. Vacancies amongst members of the Council.—A casual vacancy in the Council shall be filled by fresh appointment made by the Central Government in consultation with the relevant body specified in rule 3. A member so appointed shall hold office so long only as the member whose place he fills would have been entitled to hold office if the vacancy had not occurred.

7. Vacancies amongst members not to invalidate acts or proceedings of the Council.—No act or proceeding of the Council shall be invalid by reason only of the existence of any vacancy amongst its members.

8. Functions of the Council.—The functions of the Council shall be to advise the Authority on all or any of the following matters, namely :—

- (i) schemes prepared under section 22 of the Act ;
- (ii) questions relating to routes ;
- (iii) questions relating to frequency of services ;
- (iv) time-tables ;
- (v) rates of fares ;
- (vi) recruitment of women conductors ;
- (vii) amenities for passengers ; and
- (viii) any other matter relating to the services operated by the Authority, which the Authority may place before the Council.

9. Meetings of the Council and the procedure to be followed thereat.—(1) The Council shall meet at such times and at such places as the Chairman may appoint :

Provided that the Council shall meet at least once in a month.

(2) Not less than three days' notice shall be given of any meeting :

Provided that the Chairman may convene a meeting at shorter notice or without any notice for the purpose of disposing of any urgent business.

(3) A copy of the agenda with notes, if any, shall ordinarily be circulated to the members along with the notice of the meeting.

(4) Notwithstanding anything contained in sub-rule (3), the Chairman or Vice-Chairman may place for the consideration of the Council any matter not included in the agenda of a meeting.

(5) The number of members including the Chairman whose presence shall constitute a quorum shall be seven. If within half an hour from the time appointed for the meeting, the quorum is not present, the meeting shall be adjourned, and if at the adjourned meeting a quorum is not present within half an hour from the time appointed for that meeting, the members present shall proceed to transact the business before the Council notwithstanding the absence of a quorum.

(6) Every meeting of the Council shall be presided over by the Chairman and in his absence by the Vice Chairman.

(7) All questions coming before a meeting shall be decided by a majority of votes of the members present and voting and in the case of an equality of votes the Chairman or the Vice Chairman shall have a second or casting vote.

10. *Minutes.*—The minutes of the proceedings of every meeting shall be circulated to members of the Council as soon as possible after the meeting. The minutes shall be taken as correct and shall be signed by the Chairman or the Vice Chairman, at the succeeding meeting unless any member present objects to the minutes as having been incorrectly or incompletely recorded, in which case, the Chairman or the Vice Chairman after taking the sense of the meeting, may make such amendments in the minutes as he thinks proper, and the amended minutes shall then be confirmed and signed by the Chairman or the Vice Chairman.

11. *Appointment of Secretary.*—The Chairman shall appoint an officer of the Authority to be the Secretary of the Council.

12. *Functions and duties of the Secretary.*—The Secretary shall give to the members of the Council notice of the time and place at which a meeting shall be held, prepare and circulate the agenda and record and circulate the minutes of the meeting. He shall have the right of taking part in the discussions of the Council but shall not have the right to vote at any meeting.

13. *Free bus passes.*—Every member of the Council shall be entitled to receive one all-weather free pass for travel by the services operated by the Authority.

New Delhi, the 20th August 1951

S.R.O. 1299.—In pursuance of Section 9 of the Madras Port Trust Act 1905 (Madras Act II of 1905), the Central Government hereby appoints the Director of Industries and Commerce, Madras, chosen by the Government of Madras to be a Trustee of the Port of Madras.

[No. 13 P. I (70)/51-A,

T. S. PARASURAMAN, Dy. Secy]

MINISTRY OF WORKS, PRODUCTION & SUPPLY.

New Delhi, the 16th, August 1951

S. R. O. 1300—In exercise of the powers conferred by Section 4 and Sub-section (1) of Section 29 of the Petroleum Act, 1934 (XXX of 1934), as applied to Carbide of Calcium by the notifications of the Government of India, in the late Department of Industries and Labour No. M-826(1) dated the 15th October, 1936, in the late Ministry of Works, Mines and Power No. VIII-104(4), dated the 24th January, 1951, and in the Ministry of Works, Production and Supply No. M-128 (9) (vii), dated the 18th May, 1951, the Central Government hereby directs that the following amendment shall be made in the Carbide of Calcium Rules, 1937, the same having been previously published, as required by Sub-section (2) of Section 29 of the said Act, namely :—

In rule 22 of the said Rules,

(a) for clause (c) of sub-rule (1), the following clause shall be substituted, namely :—

“(c) If in quantities aggregating more than 3000 lbs. in an uninhabited building at least 60 feet away from any other premises and at least 30 feet away from any road.”

(b) for sub-rule (2), the following sub-rule shall be substituted, namely :—

“(2) Not more than 1000 tons of Carbide of Calcium shall be stored in any one building, provided that not more than 250 tons of Carbide of Calcium is stored in any one room or other part of the building.

[No. M.104(3)/51.]

A. K. SEN, Under Secy

MINISTRY OF LABOUR

New Delhi, the 14th August 1951

S. R. O. 1301—In exercise of the powers conferred by Clause (1) of Article 258 of the Constitution of India, and in supersession of the notification of the Government of India in the late Department of Labour No. L-3006 dated the 16th January, 1941 in so far as it applies to the State of Orissa, the President hereby with effect from 15th August 1951 entrusts to the Government of Orissa, with its consent, the functions of the Central Government under the Indian Trade Unions Act, 1926 (XVI of 1926), in relation to trade unions whose objects are not confined to, and whose head office is situated in, that State.

[No. LR-26 (74).]

N. C. KUPPUSWAMI, Under Secy.

New Delhi, the 17th August 1951.

S. R. O. 1302—In pursuance of section 8 of the Coal Mines Labour Welfare Fund Act, 1947 (XXXII of 1947) read with Rule 3 of the Coal Mines Labour Welfare Fund Rules, 1949, the Central Government hereby constitutes an Advisory Committee consisting of the following members, namely :—

- (1) The Secretary to the Government of Chairman,
India, Ministry of Labour
- (2) The Coal Mines Labour Welfare Vice-Chairman,
Commissioner.
- (3) The Chief Inspector of Mines in India. ?
- (4) The Commissioner, Burdwan Division, Nominated by the Government of
West Bengal.
- (5) The Commissioner, Chotanagpur Nominated by the Government
Division, Bihar of Bihar
- (6) The Labour Commissioner, Madhya Nominated by the Government
Pradesh of Madhya Pradesh.
- (7) Mr. W.H.S. Michelmore } Nominated by the Indian Mining
(8) Shri G. M. Ray } Association
- (9) The Coal Superintendent, Dhanbad Nominated to represent State
Railway Collieries.
- (10) Shri N. B. Lall Singha Nominated by the Indian Mining
Federation.

(11) Shri Banwari Lall Agarwala	Nominated by the Indian Colliery Owners Association.
(12) Shri Salig Ram Mehta	Nominated by the Central Provinces and Berar Mining Association.
(13) Shri Deben Sen	
(14) Shri R. L. Malviya	
(15) Shri P. C. Bose	
(16) Shri Dhuliswar Bastia	
(17) Shri Mahesh V. Desai	
(18) Shri Sastu Mandal	
(19) Shrimati Geeta Narsingh	
(20) Mr. T. G. Walkar	
(21) Shri S. Rakshit	

} Nominated by the Central Government to represent the interests of the workmen employed in coal mines.

Woman representative nominated by the Central Government.

Nominated on the recommendation of the Indian Mine Managers Association.

Nominated on the recommendation of the National Association of Colliery Managers.

[No. M. 3 (18) 50.]

P. N. SHARMA, Under Secy.

New Delhi, the 17th August 1951

S. R. O. 1303—In pursuance of section 17 of the Industrial Disputes Act, 1947 (XIV of 1947) the Central Government hereby publishes the following award of the Industrial Tribunal, Dhanbad, in the industrial dispute between the workmen employed in the coal mines situated in the States of West Bengal, Bihar, Madhya Pradesh, Assam and Orissa and their employers regarding holidays with full pay and allowances on August 15th, 1950 and January 26th, 1951.

CENTRAL GOVERNMENT INDUSTRIAL TRIBUNAL AT DHANBAD

Reference No. 10 of 1951

PRESENT :

Shri S. P. Varma, Barrister-at-Law, *chairman*.

PARTIES :

The workmen employed in the coal mines situated in the States of West Bengal, Bihar, Madhya Pradesh, Assam and Orissa.

Vs.

Their employers.

APPEARANCES :

For the workmen : 1. Shri M. V. Desai, Koyala Mazdoor Panchayat.

2. Shri Shiv Kali Bose, Indian National Coalmine Workers Federation, Dhanbad.

3. Shri B. P. Shinde, Bihar Khan Mazdoor Federation.

4. Shri R. N. Sharma, Indian National Coalmine Workers Federation, Dhanbad.

5. Shri S. P. Singh, Indian National Coalmine Workers Federation, Dhanbad.

For the Employers : Shri K. C. Sen, of Messers. Bird & Co. Ltd. a constituent member of the I. M. A representing the four employers' Associations.

AWARD

By a Notification No. LR 2 (336) dated 12th April 1951 the industrial dispute between the workmen employed in the coal mines situated in the States of West Bengal, Bihar, Madhya Pradesh, Assam and Orissa and their employers regarding holidays with full pay and allowances on August 15th 1950 and January 26th 1951 has been referred to this Tribunal for adjudication in the following terms :—

“Whereas an industrial dispute has arisen or is apprehended between the workmen employed in the coal mines situated in the States of West Bengal, Bihar, Madhya Pradesh, Assam and Orissa and their employers regarding holidays with full pay and allowances on August 15th 1950 and January 26th 1951,

And whereas the Central Government consider it desirable to refer the dispute for adjudication.

Now, therefore, in exercise of the powers conferred by clause (c) of sub-section (1) of section 10 of the Industrial Disputes Act 1947 (XIV of 1947), The Central Government is pleased to refer the said dispute for adjudication to the Central Government Industrial Tribunal at Dhanbad, constituted under Section 7 of the said Act.”

2. From the Notification it is clear that the dispute is between the workmen mentioned above and their employers with regard to the holidays with full pay and allowances on August 15th 1950 and January 26th 1951. Before I deal with the main case I should refer to the argument of Shri Satish Chandra Sen representing Messrs. Orr Dignam & Co Calcutta, who filed his authority and wanted to be heard as representing the employers. There was an objection from representatives of the other side to his appearance and I upheld the objection raised by the other side in view of the amended Section 36, sub-section (4) of the Industrial Disputes (Amendment) Act 1950. So Shri K. C. Sen appeared to represent the various associations which were served with notices to appear in this case.

3. One of the arguments advanced by Shri Satish Chandra Sen was that the associations which have been served with notices in this case are not coalmine owners and as they were not parties to the dispute in the capacity of mine owners (employers) he could represent them before this Tribunal. Simply forwarding of copies of notice according to him does not mean that the associations are parties to the dispute. This line of argument does not commend itself to me because so far as appearance of the parties are concerned, in the case of workmen we know that each man is not served with notice. It is only the body to which the workmen belong to whom notices are served and then they are represented by the officers of that body. Section 36, sub-section 2 is important in this connection. It runs as follows :—

“36(2). An employer who is a party to a dispute shall be entitled to be represented in any proceeding under this act by

- (a) an officer of an association of employers of which he is a member;
- (b) an officer of a federation of associations of employers to which the association referred to in clause (a) is affiliated;
- (c) where the employer is not a member of any association of employers, by an officer of any association of employers connected with, or by any other employer engaged in the industry in which the employer is engaged and authorised in such manner as may be prescribed.”

4. I am afraid that Sub-section (2) mentioned above is a clear answer to the argument advanced by Shri Satish Chandra Sen that the associations mentioned in the notification are not mine owners nor did they engage workmen. The notification was published in the *Gazette of India*. If any of the coal mine owners wanted to be a party they could have come and prayed to be heard. But here the various associations mentioned above represent the employers in the coal industry of the various places mentioned in the notification.

5. The next line of argument is that this Reference is incompetent and some authorities were cited *i.e.*, L. L. J., 1949, Vol 1, Page 13. There the notification was in the following terms :—

"Whereas industrial disputes have arisen between the workers and managements of certain Engineering firms and Type foundries in the Province of Madras and whereas industrial disputes are apprehended in the rest of the Engineering firms and Type foundries in respect of certain matters ;..... in exercise of the powers conferred by Section 7(1) and (2) read with Section 10(1) (r) of the Industrial Disputes Act 1947..... His Excellency the Governor of Madras hereby constitutes an industrial Tribunal consisting of one person namely Shri T. D. Ramayya Puntulu.....and directs that the said industrial disputes be referred to that Tribunal for adjudication."

After the above quotation the first sentence that occurs is :—

"It is seen that in this notification there is no reference to ANY SPECIFIC disputes between any group of workers and managements ; nor is there any specification of the firms in which disputes between the management and workers existed."

and then it was held

"that a general notification of this kind without specification of either the disputes or the firms in which disputes have arisen was not competent and the Tribunal had no jurisdiction to enquire into disputes brought before it by workers in any particular firm."

6. It was held that although it may have been alright under Section 7(1) of the Industrial Disputes Act 1947, it was not so under Section 10(1) of the Act. In this case however there is clearly a distinct reference to the nature of the dispute and that is that the dispute is with regard to the holidays with full pay and allowances on August 15th 1950 and January 26th 1951. I am afraid that this line of argument cannot succeed. The parties who appeared and to whom notices were served are covered by Section 36 of the amended Industrial Disputes Act which I have already mentioned.

7. Now coming to the main question whether the workers are entitled to holidays with full pay and allowances on the two dates mentioned in the Government Notification, Shri Desai who appeared on behalf of the Koyala Mazdoor Panchayat urged that on 9th January 1951 the Government of India issued a Press Note recommending that the 26th January should be observed as a paid holiday. This however was not accepted by the coal industry in Bengal and Bihar. In 1950 it was declared as a holiday on 26th January. He further pointed out that in Madhya Pradesh the colliery proprietors accepted 26th January as a paid holiday. With regard to 15th August, Shri Desai urged that Jamshedpur, Burnpur, Kulti, Kumardhobi, have declared it to be a paid holiday. On this point I have not been provided with any documentary or oral evidence nor about the mica industry in Hazaribagh or the Singareni collieries in Hyderabad or the Government of India railway collieries to which reference was made. But I was shown a passage at page 1101 of the Indian Labour Code, 2nd Edition, where the list of holidays observed in Bata concerns are mentioned and the 8th item in that list refers to Independence Day that is 15th August. This line of argument was adopted by the other representatives of the

workers, only with this difference, that Shri B. P. Sinha representing the Bihar Khan Mazdoor Federation developed a new line of argument by saying that the Reference was with regard to 15th August and 26th January in every year. Looking at the Reference I am not prepared to accept his contention. My view is to a very great extent similar to the view expressed by Shri Shiv Kali Bose representing the Indian National Coal mine Workers Federation who said that the Reference to the Tribunal is with regard to these two specific dates. One has only to look at the wording of the Reference to hold that the Reference is with regard to these two specific dates.

8. On behalf of the employers Shri K. C. Sen drew the attention of the Tribunal to para (6) and (9) at page 447 of the Conciliation Board's Award. By para (6) the number of holidays was increased from 12 to 14 days with pay for monthly paid staff. In para (9) it is said :—

“We consider that where desired this may be taken from the accrued annual leave, but that payment for Poojah days as such cannot be supported.”

That the annual leave being 14 days it is not necessary to add any more paid holidays in the collieries. I may mention here in passing that the Conciliation Board award was signed on 12th April 1947 and the Board could not have before them the importance of the question of holidays with full payment and allowances on 15th August 1947 or on 26th January 1950. He further pointed out that when in 1947, 15th and 16th August were given as holidays and in 1950 January 26th and 27th were given as paid holidays it was on the understanding that it should not be treated as a precedent. There was no paid holiday on 15th August 1948 or 15th August 1949 and this was never questioned by the workmen. He also said that there are no paid holidays in this coal industry. The workers representatives on the other hand said that this matter was always there and sometimes the employers granted the holidays and sometimes they did not.

9. Shri K. C. Sen further pointed out that these days are in the nature of an anniversary of a particular event and there need not be any holidays on every anniversary of the event. He further emphasised the fact that coal industry is a Public Utility industry and some work had to be carried on even on holidays and there should not be any closed paid holidays in the coal industry because those who have to work will have to be paid extra wages for those days. I need not say much with regard to the first part of the argument. But to the latter part of the argument I may say that there are other industries where the work continues from day to day and even there the essential workers are maintained with special payment even when the other people are given holidays.

10. The case of the workmen is that these two dates are important in the history of India. 15th August is Independence Day when the people of India got their independence and 26th January is the date when a Republic was declared and the masses enjoy these holidays as well as the intelligentia of the country. Instances are not unknown in which people in other countries do celebrate the days on which they obtained their independence. For example 4th July in the United States of America and the 14th July in France and the workers in the collieries do want to celebrate 15th August and 26th January as the two days are the landmarks in the modern history of India towards their obtaining freedom. Moreover all the Government of India offices and the Provincial Government offices are closed on those days. I asked the Regional Labour Commissioner (C), Dhanbad, to let me know the local conditions and his reply is attached as Appendix 'A' to this award for what it is worth. But there is something more important than his reply in the shape of an award. It is an award by the Industrial Tribunal, Bombay, published in the Bombay Government Gazette dated January 11, 1951, at page 236. There the workers demanded 7 days paid holidays but they were allowed 4 days paid holidays. These 4 days were 15th August, 26th January, Holi and Diwali.

The dispute was between the Bombay Engineering Metal Workers Ltd. and its workmen. Even when instead of 7 days 4 days were awarded as paid holidays, these two days are included in that award. If I may be permitted to say so, with due respect I think these two days were rightly included in the list of paid holidays in that award. Of the various general holidays that are given they are on occasions of importance only for certain sections of the people. For example general holidays are given although Id is important for Muslims only, Holi for Hindus only and Christmas for Christians only. But in this case these two dates are of importance for every citizen of the Indian Union as they are the two important landmarks in the history of India.

11. Under these circumstances I am of opinion that 15th August 1950 and 26th January 1951 referred to in the Government Notification should be declared as holidays with full pay and allowances.

I therefore give my award in terms aforesaid.

S. P. VARMA,

Chairman,

Central Government Industrial Tribunal, Dhanbad.

DHANBAD;

Dated the 3rd August 1951

APPENDIX A

MINISTRY OF LABOUR

OFFICE OF THE REGIONAL LABOUR COMMISSIONER (C), DHANBAD

No RLC/CB/L/51/6364

Dhanbad, dated the 1st August, 1951

To

The Chairman,

Central Government Industrial Tribunal at Dhanbad.

SUBJECT.—*Declaration of Public Holidays on 26th January 1951 and 15th August 1950*

Sir,

With reference to your No. I.T.R./40/418, dated 31-7-51, I have the honour to state that we have no authentic list of the industrial establishments which observe paid holidays on 15th August and 26th January.

It is, however on our record that many of the coal mines in West Bengal, Bihar and M.P. as also Mica Mines in Bihar observed these holidays in 1950 and January 1951. Copies of intimations from the relevant sources are attached.

Yours faithfully,

(Sd.) Illegible,

Regional Labour Commissioner (Central), Dhanbad.

COPY OF LETTER NO. LIC-MISC (M)-51/248, DATED, THE 1ST FEBRUARY 1951, FROM THE OFFICE OF THE LABOUR INSPECTOR (C), ASANSOL, ADDRESSED TO THE REGIONAL LABOUR COMMISSIONER (C), DHANBAD.

SUBJECT:—*Payment of wages to collieries workers for 26th and 27th January 1951
(Republic of India Celebration Holidays)*

With reference to your letter No. RLC/CB/1/300-08, dated the 11th January 1951, on the subject noted above, I have the honour to inform you that the following collieries have paid the due amount to the workers for 26th and 27th January 1951. The information about the remaining number of collieries of Raniganj coalfield, are being gathered and it will be intimated, as soon as it is finished.

Ukhara Area—

1. Madanpur colly.
2. Madhabpur colly.
3. Banara colly.
4. Luchhipur colly.
5. Roy Dutta Kajera colly.
6. Kajora and West Kajera colly.
7. Pure Kajora colly.
8. Guzdar Kajera colly.
9. Upper Kajora colly.
10. Real Kajora colly.
11. Khas Kajora colly.
12. Jaipuria Kajora colly.
13. Darbalanga Kajora colly.
14. Parasia colly.
15. Jambad selected colly.
16. South Jambad colly.
17. North Adjao colly.
18. East Jambad colly.
19. North Jambad colly.
20. S. S. Devi Jambad colly.
21. Roal Jambad colly.
22. Puro Jambad colly.
23. Khas Kenda colly.
24. Pure Kenda colly.
25. North Chera colly.
26. Bolbaid colly.
27. Topsi colly.
28. Central and Lower Jambad colly.
29. Selected Kajera Jambad colly.
30. Sitalpur colly.
31. Khas sitalpur colly.
32. Khas Jambad colly.
33. Pure Sitalpur colly.
34. Diamenu Sitalpur colly.
35. Jote Dhemo colly.
36. East Sitalpur colly.
37. Madhuzore colly.
38. Prascol colly.
39. Noira colly.
40. Shayamsunderpur colly.
41. Samla Govindh colly.
42. Menderboni colly.
43. Pure Samla colly.
44. South Adjai colly.
45. Chhatrisganda colly.
46. Samla colly.
47. Kordra colly.
48. Ram Nagar colly.
49. Russa colly.
50. Gangaramchak colly.
51. Kastha colly.
52. Jorekuri colly.
53. Korabadi colly.
54. Parsundi colly.
55. Palarthley colly.

Raniganj Area—

1. Akhalpur colly.
2. Anupnagar colly.
3. Banksimulia colly.
4. Banksimulia 7 and 8 pits colly.
5. Banksimulia 11 and 12 pits colly.
6. Baraboni colly.
7. South East Baraboni colly.
8. Banora colly.
9. Chalbalpur colly.
10. Khas Chalbalpur colly.
11. Chapui khas colly.
12. Charanpur colly.
13. Chirulia colly.
14. Damoda colly.
15. Damra colly.
16. Ghusick colly.
17. North Ghusick colly.
18. Girmint colly.
19. Jemihari East Colly.
20. Jeihari Khas colly.
21. Jomihari selected colly.
22. Jamuria West colly.
23. Jamuria 7 and 8 pits colly.
24. Jamuria A and B pits colly.
25. Kajora selected colly.
26. Kalipahari colly.
27. Mahabir colly.
28. Mondalpur colly.
29. North Moslia colly.
30. Moslia colly.
31. Central Nandi colly.
32. Ukkiah Nandi colly.
33. Nincha colly.
34. Northbrook colly.
35. Poniati colly.
36. Poniati Baraboni colly.
37. Poniati Central colly.
38. Ratibati colly.
39. Sheikpur colly.
40. Satgram colly.
41. Central Satgram colly.
42. East Satgram colly.
43. Modern Satgram colly.
44. New Satgram colly.
45. Scarsol colly.
46. Pure searsol colly.
47. Selected Searsol colly.
48. Sripur colly.
49. Viceroy colly.

Sitarampore Area—

1. Victoria colly.
2. Victoria West colly.
3. Baramondia colly.
4. Damagoria colly.
5. Ram Nagar colly.
6. Begonia colly.
7. Bor-Jemihari colly.
8. Khas Bhundabad colly.
9. Dhundabad colly.
10. Chakballav colly.
11. Khas chichuria colly.
12. Batmohna colly.
13. New Chinakuri colly.
14. Sitalpur colly.
15. East Ram Nagar colly.
16. Chapteria colly.
17. Ranga Kanali colly.
18. Real Salanpur colly.
19. Benbiddi colly.

Copy of letter No. CC/Meetings/51, dated the 3rd February 1951, from the Sec. Coal Committee, The C. P. & Berar Mining Association, P. O. Parasia, addressed to the Regional Labour Commissioner (C), Dhanbad.

With reference to your letter No. RLC/CB/151/851-56 of the 30th ultmo, I beg to advise you that this committee declared 26th January, 1951, as paid holidays to all the workers.

Copy of letter No. Nil, dated the 14th March 1951, from the Hon'ble Secretary, Federation of the Mica Association of Bihar, addressed to the Regional Labour Commissioner (C), Dhanbad.

Reference your Memo No. 2087-91, dated 12th March, 1951.

Please note that the Mica Industry in Bihar, both factories and mines, has observed 26th January 1951, as a paid holiday to all its workers as per the wishes of Government communicated in their Press Note dated the 9th January 1951.

[No. LR-2 (336)].

ORDER

New Delhi, the 14th August, 1951.

S.R.O. 1304—Whereas an industrial dispute has arisen between the management of the Godhur Colliery, Kusunda and their workmen in respect of the matters specified in the schedule hereto annexed.

And whereas the Central Government considers it desirable to refer the dispute to a Tribunal for adjudication;

Now, therefore, in exercise of the powers conferred by clause (c) of sub-section (1) of section 10 of the Industrial Disputes Act, 1947 (XIV of 1947), the Central Government hereby refers the said dispute for adjudication to the Central Government Industrial Tribunal at Jhansi, constituted under Section 7 of the said Act.

SCHEDULE

- (1) Re-instatement of 125 workers who were retrenched in 1948 due to closing of the Pit No. I but remained in the colliery and applied for reinstatement on the opening of the pit.
- (2) Reinstatement of Kamins discharged in January 1951 and subsequent months.
- (3) Reinstatement of discharged mazdoors.

[No. LR. 2 (348).]

S. MULLICK, Deputy Secy.

New Delhi, the 14th August 1951

CORRIGENDA

S.R.O. 1305—In the notification of the Government of India in the Ministry of Labour No. S. R. O. 204 (43), dated the 8th February 1951, for item (1) read:—

“(1) For sub-rule (2) of rule 1 of the said Rules the following sub-rule shall be substituted, namely:—

“(2) They extend to the whole of India except part ‘B’ States.”

[No. SS. 105 (199) I.]

S. R. O. 1303.—In the Notification of the Government of India in the Ministry of Labour No. S. R. O. 204 (44), dated the 8th February 1951, for item (1) read:—

“(1) For sub-rule (2) of rule 1 of the said Rules the following sub-rule shall be substituted, namely:—

“(2) They extend to the whole of India except Part ‘B’ States.”

[No. SS. 105 (199) II.]

New Delhi, the 20th August 1951

S.R.O. 1307.—In pursuance of section 36 of the Employees’ State Insurance Act, 1948 (XXXIV of 1948), the annual reports and the audited accounts of the Employees’ State Insurance Corporation for the financial years 1948-49 and 1949-50 are published for general information.

“Annual Report in respect of the activities of the Employees’ State Insurance Corporation for the year 1948-49 and accounts for the period ending 31st March, 1949.”

The Employees’ State Insurance Act, 1948, was passed by the Dominion Legislature on 2nd April, 1948, and received the assent of the Governor General on 19th April, 1948. Sub-section (3) of Section 1 of the Act provides that the Central Government may, by notification in the official Gazette, appoint the date or dates on which it shall come into force and different dates may be appointed for different provisions of the Act and for different Provinces. Under these powers the Central Government issued a notification by which chapters I, II, III and VIII of the Act have been brought into force in all the Provinces of India from 1st September, 1948. This was necessary in order to enable setting up of the Statutory Bodies and the framing of the rules and Regulations. The Corporation was established by another notification with effect from 1st October, 1948 and it was inaugurated by His Excellency the Governor General on Wednesday, the 6th October, 1948.

2. The Corporation held its first meeting immediately after its inauguration ceremony on the 6th October, 1948. It elected members to the Standing Committee to be constituted under Section 8 of the Act and thereafter the Central Government issued a notification setting up the Standing Committee. A notification setting up the Medical Benefit Council was also issued by the Central Government on the 28th December, 1948. The Standing Committee held one meeting during 1948-49 but no meeting of the Medical Benefit Council was held during that financial year.

3. The first meeting of the Corporation considered the Agenda before it and besides electing certain members of the Standing Committee passed a number of resolutions necessary to carry on the day to day work of the Corporation. It referred the following questions to the Standing Committee:—

- (a) Preparation and publication for objections of Regulations;
- (b) Proposals regarding organizational set-up;
- (c) Sanction for the staff.

It set-up a Sub-Committee to examine the question of utilizing the alternative systems of medicine for providing medical care under the Scheme.

4. The Standing Committee held its first meeting on the 7th October, 1948. It set up a General Purposes Sub-Committee consisting of Chairman of the Standing Committee and five other members with powers to co-opt other members when necessary and referred a number of items including Draft Regulations, organizational set-up, preparation of budget estimates, scales of pay and conditions of service of the staff to this Sub-Committee. It also decided the manner in which appointments under the Corporation may be made. Other questions considered by the Standing Committee included the progress of medical survey in the

provinces and the question of the location of the Headquarters of the Corporation. It authorized the General Purposes Sub-Committee to go into the question regarding location and estimated cost of the building for Headquarters of the Corporation.

5. The General Purposes Sub-Committee held six meetings during the period ending 31st March 1949, on 26th October, 1948, 2nd November, 1948, 9th November, 1948, 17th November, 1948, 23rd March 1949 and 31st March, 1949. At these meetings various questions referred to the Sub-Committee by the Standing Committee were considered. The more important points considered in these meetings included the questions relating to staff and General Regulations, sanction of certain staff for the Headquarters and for the Pilot Scheme, accommodation for the Headquarters of the Corporation, appointment of auditors and the organizational set-up.

6. *Accommodation for the Headquarters of the Corporation*—The Standing Committee had at its first meeting, come to the conclusion that it was desirable that the Headquarters should be located in or near Delhi or New Delhi at least for the first two or three years. The Accommodation Advisory Committee of the Central Government, however, did not agree to the location of the Headquarters here and so sufficient Government accommodation was not made available. Efforts were accordingly made to get a site from the Chief Commissioner, Delhi, so that a building could be constructed thereon. These efforts did not, however bear fruit and the work of the Corporation was carried on in a few rooms allotted for the purposes by the Govt. in 'P' Block, New Delhi.

7. The following Principal Officers of the Corporation joined during the period ending 31st March, 1949 :—

Serial No.	Post	Name of Officer	Date of joining
1	Director General . . .	Dr. C. L. Katiel	15-4-1948
2	Medical Commissioner . . .	Dr. V. M. Albuquerque, L.R.C.P., F.R.C.S.	1-2-1949
3	Insurance Commissioner . . .	M. Vasudeva Rao, M.A., F.I.A.	1-3-1949

8. *Rules, Regulations, Procedure etc.*—(a) The Rules to be framed by the Central Government under section 95 of the Act were published by them on 4th November, 1948 and copies of the Draft Rules were circulated to all the members of the Corporation and their views were duly sent to the Central Government on 31st December, 1948 along with the views of the Director General.

(b) The first Draft Regulations prepared by the office were placed before the General Purposes Sub-committee at its meeting held in March, 1949 and were under consideration by them at the close of the period ending 31st March, 1949.

(c) Proposals regarding organizational set-up, including briefly the procedure to be followed, were placed before the General Purposes Sub-Committee at its meeting held during the month of March, 1949.

9. The Employees' State Insurance Fund was declared a Local Fund by a notification dated the 10th March, 1949.

10. *Medical Benefit Arrangements*.—The provision of medical benefit under the Act is the responsibility of the Provincial Governments and medical care will be provided at dispensaries, hospitals, clinics and other institutions to be set up and maintained by the Provincial Governments. They had accordingly been asked by the Central Government to make a survey of the concentrations of the industrial workers in areas within two miles radius and the medical facilities available therein. The progress of the work in the various provinces had not been uniform. Efforts to expedite the survey and the plans in all the provinces were made constantly.

11. *Pilot Scheme in Delhi.*—An officer on Special Duty for this Scheme was appointed by the Delhi Administration in February, 1949, but some data regarding concentrations of factory works in the Province was collected by the Delhi Administration before. The Chief Commissioner, Delhi was addressed in the month of March, 1949, to make arrangements for setting-up of dispensaries which will be required for the Pilot Scheme in Delhi and also for providing accommodation for Local Offices of the Corporation in Delhi. Steps to recruit the staff required for the Delhi Pilot Scheme were commenced in the period ending 31st March, 1949.

12. The accounts for the financial year ending 31st March, 1949, have been prepared by the Chief Accounts Officer and a copy of the accounts is attached to this report. The accounts prepared give a statement showing the amount of loan taken from the Central Government and the items on which it has so far been spent. The accounts have not so far been audited by the Auditors to be appointed by the Central Government.

13. The year 1948-49 was peculiar, in that the Corporation was established only with effect from 1st October, 1948 and expenditure was incurred on behalf of the Corporation partly by the Central Government and partly by the Corporation itself after its establishment. Under Section 31 of the Employees' State Insurance Act, 1948 expenditure incurred by the Central Government on behalf of the Corporation before its establishment shall have to be treated as a loan advanced by the Central Government to the Corporation. The expenditure so incurred, viz., Rs. 33,851-8-0 as ascertained from the Accountant General, Central Revenues, has been incorporated in these accounts. The total loan received from the Central Government including expenditure which was directly incurred on behalf of the Corporation by the Central Government before the establishment of the Corporation amounts to Rs. 83,616-1-0. There was a closing balance of Rs. 1,473-11-6. The net expenditure on the activities of the Corporation was, therefore, Rs. 82,142-5-6 the whole of which represents Administrative expenditure.

NEW DELHI,
The 12th May, 1951



Seal affixed in my presence,

C. L. KATIAL,
Director General

Receipts	Amount	Expenditure	Amount
A—ADMINISTRATION		A—ADMINISTRATION	
I. Grant-in-aid from Central Government		1. Pay of Officers . . .	46,891 2 0
II. Donation and gifts .		2. Pay of Establishment . . .	6,531 5 0
III. Interest on loans and advances		3. Allowances and Honoraria . . .	14,517 7 0
IV. Recoveries of over payment and dis-allowances in audit		4. Contingencies . . .	14,202 7 6
V. Loans from Central Government	83,616 1 0		
VI. Miscellaneous			
VII. Recoveries of rent of Corporation's building		TOTAL .	82,142 5 6
		Cash in hand on 31st March, 1949	1,473 11 6
TOTAL	83,616 1 0	TOTAL	83,616 1 0

Annual Report in respect of the Activities of the Employees' State Insurance Corporation for the Year 1949-50

The Director General has the honour to present a review of the work and activities of the Corporation for the year ended 31st March 1950. During the year, the Central Government and the officers of the Employees State Insurance Corporation remained engaged mainly on the preliminary work necessary for the implementation of the scheme all over the country. A scheme of this nature, where no experience was available before and which needs the co-operation of the Central Government, the State Governments, the employers, the employees and the medical profession, required considerable amount of spade work in the laying down of policies, in the framing of rules and regulations and procedure and in the field work necessary for planning the sites, the staff and the equipment for the Local Offices and dispensaries to be set up for the scheme. Proposals in regard to these matters were examined by the Standing Committee and the Medical Benefits Council during the year under review. No meeting of the Corporation was held.

2. Standing Committee.—The Standing Committee of the Corporation held during the period under report two meetings in September and December, 1949, respectively and considered, *inter alia* the following matter:—

- (a) Organizational Set up of the Corporation, and the Working Plan.
- (b) General policy in regard to exemptions from the provisions of the Act.
- (c) Medical system or systems to be adopted for providing medical benefit under the Scheme.
- (d) Drafts of the Employees' State Insurance (General) Regulations and Staff & Provident Fund Regulations.
- (e) Location of Headquarters of the Corporation.
- (f) Standard of Medical benefit under the Scheme and Medical Formulary therefor.
- (g) Draft of agreements with the State Governments regarding medical benefit.
- (h) Delegation of necessary financial and administrative powers to the Director General and other officers of the Corporation.

3. Medical Benefit Council.—The Medical Benefit Council which was set up by the Central Government in December, 1948, was inaugurated by the Hon'ble Minister for Health on the 21st April, 1949. Two meetings of the Council were held during the period under review in April and September, 1949, and the following matters among others were considered by it:—

- (a) The medical system or systems that may be adopted for the purposes of the Employees' State Insurance Scheme.
- (b) Standard of medical benefit and the Medical Formulary under the Scheme.
- (c) Draft of the Agreement to be entered into between the Corporation and the State Governments regarding provision for medical benefit.
- (d) The panel system for the purposes of the Scheme in Bombay.

The Council also considered and approved of the draft rules regarding medical benefit proposed to be recommended by the Central Government for adoption by the State Government under section 96 of the Employees' State Insurance Act, 1948.

4. General Purposes Sub-Committee.—A General Purposes Sub-Committee was set up by the Standing Committee at its first meeting in October, 1948. It held three meetings during the period and considered the various matters referred to it

by the Standing Committee. The continuance of the Sub-Committee was considered unnecessary after September 1949, as the Standing Committee felt that the work for which it was set up had been completed.

5. Accommodation for the Headquarters.—The Accommodation Advisory Committee of the Government of India did not agree to the location of the Headquarters of the Corporation in Delhi or New Delhi and the Standing Committee at its meeting held in September, 1949, decided to purchase a building under construction in Bombay. The building was not ready during the year and the Headquarters continued to be in New Delhi where the work of the Headquarters was carried on in limited accommodation made available by the Central Government.

6. Act, Rules and Regulations.—(i) Delegation to Chief Commissioners.—During the year under review, the Central Government authorised the Chief Commissioners of Ajmer-Merwara, Andaman and Nicobar Islands, Coorg, Delhi and Pant Piploda to exercise the functions of the State Governments under the Employees' State Insurance Act, 1948.

(ii) Rules under section 96 of the Employees' State Insurance Act.—

(a) Draft Model Rules relating to Employees' Insurance Courts.—Comments of the Corporation on the draft Model Rules proposed by the Central Government were submitted to the Central Government. These Model Rules have since been finalised by the Central Government and circulated to the State Governments for adoption.

(b) Draft Model Rules relating to medical benefit.—Comments of the members of the Corporation and the Medical Benefit Council were invited on the draft Model Rules proposed to be recommended by the Central Government to the State Governments on this subject. Comments received were considered by the Central Government and the Model Rules have since been finalised by the Central Government and recommended for adoption by the State Governments.

(iii) Regulations to be framed by the Corporation.—During the year under review the—

(a) Employees' State Insurance (General) Regulations,

(b) Employees' State Insurance (Staff) Regulations, and

(c) Employees' State Insurance (Provident Fund) Regulations,

which are to be framed by the Corporation under section 97 of the Act were published for comments.

7. Financial and Accounts Arrangements.—(i) The contributions under the Employees' State Insurance Scheme are to be collected mainly by contribution stamps. The designs of the stamps were approved and an order to print sufficient number of contribution stamps for implementation of the Scheme in Delhi and Kanpur was placed with the Security Printing Press, Nasik.

(ii) The Central Government approved the opening of a banking account of the Employees' State Insurance Fund with the Imperial Bank of India. The terms on which the Imperial Bank of India could undertake the banking work including the terms for the sale of the contribution stamps were settled provisionally.

(iii) The audit of the Accounts for the years 1948-49 and 1949-50 was undertaken at the instance of the Central Government by the Auditor General of India.

8. Appointment of Principal Officers.—(a) Shri K. A. Joseph, M.A., was appointed Chief Account Officer for a term of 2 years from 1st April 1949.

(b) Shri K. K. Bhargava, M.Sc., F.I.A., was appointed Actuary for a term of years from 1st October 1949.

9. *Medical Survey.*—The State Governments who are to provide medical benefit under the Act, continued the surveys of concentration of industrial workers in various areas and the medical facilities available therein.

10. *Arrangement for implementation of the Scheme.*—While it was intended that the Employees' State Insurance Scheme should be introduced in the first instance as a pilot scheme in Delhi, the various State Governments were contacted during the year under review to determine a programme for implementation of the Scheme all over the country as soon as possible. As a result of these contacts it seemed that the Scheme could be implemented in Kanpur also simultaneously with its introduction in Delhi. But for other States, a little more time seemed required.

During the year under review plans were made accordingly and nuclear Regional Offices were established at Delhi and Kanpur in October 1949. These offices started the exploratory work for finding the necessary office accommodation for the Regional and Local Offices and assisted the State Government authorities in working out arrangements for provision of medical treatment under the Scheme by those Governments. The offices also contacted employers and the organisations of the employers and the employees in Delhi and Kanpur and as a result of surveys made by them prepared plans for the staff and equipment required at the Regional and Local Offices.

As the Scheme had not been implemented anywhere in the year under review the expenditure of the Corporation continued to be met from loans from the Central Government.

11. *Visit of Mr. Stack.*—Mr. M. Stack, Chief of the Social Security Section at the International Labour Office came to India in response to an invitation from the Central Government and the Director General. Various aspects of the Scheme and the Regulations framed under the Act were discussed with him and his valuable suggestions obtained.

NEW DELHI,
The 12th May 1951

Seal fixed in my presence,

Seal

C. L. KATIAR,
Director General.

EMPLOYEES' STATE INSURANCE CORPORATION

Income and Expenditure Account for the year ended 31st March, 1949

A—ADMINISTRATION.

INCOME

EXPENDITURE

Heads of Account	Amount Rs. A. P.	Heads of Account	Amount Rs. A. P.
By grant-in-aid from Central Government		To pay of officers	46,891 2 0
By donation and gifts	82,142 5 6	To pay of establishment	6,531 5 0
By excess of expenditure over income C.O. to Balance		To travelling and conveyance allowances	8,069 4 0
Sheet.		To dearness allowance	5,254 10 0
		To house rent allowance	731 10 0
		To city compensatory allowance	481 15 0
		To cost of furniture and general articles for office use.	4,379 0 0
		To cost of typewriters, comptometers, duplicators, calculating machines, etc.	5,828 8 0
		To cost of cycles	352 0 0
		To forms, stationery and printing	539 1 0
		To postage, telegram and telephone charges	404 1 6
		To publicity and advertisement charges	1,652 0 0
		To miscellaneous expenditure	1,047 13 0
TOTAL RECEIPTS	<u>182,142 5 6</u>	TOTAL EXPENDITURE	<u>82,142 5 6</u>

BALANCE SHEET AS AT 31ST MARCH 1949

	Amount Rs. A. P.	Amount Rs. A. P.	Amount Rs. A. P.
LIABILITIES			
<i>Loan from Central Government</i>	.	83,616 1 0	Cash in hand
DEPOSITORS			
Amount received	2,714 7 0		1,473 11 6
Less paid	2,714 7 0		
		N/	
TOTAL		83,616 1 0	83,616 1 0
ASSETS			
<i>Income and Expenditure Account—</i>			
Balance as per last balance sheet			
Add excess of expenditure over income (as per Income and Expenditure Account).			
			N/
			83,142 5 6

NEW DELHI ;
The 12th May 1951.

Seal

Seal affixed in my presence.
C. L. KATIAL,
Director General.

(Sd.) K. A. JOSEPH,
Chief Accounts Officer.

AUDIT CERTIFICATE

Certified that this Balance Sheet is in my opinion a full and fair Balance Sheet containing necessary particulars and properly drawn up so as to exhibit a true and correct view of the state of the Corporation's affairs. Information and explanation required have been furnished by the officers of the Corporation and have been found satisfactory.

(Sd.) S. L. SHARMA, Examiner,
Outside Audit Department (C),
Central Revenues.

EMPLOYEES' STATE INSURANCE CORPORATION

Income and Expenditure Account for the year ended 31st March 1950

A—ADMINISTRATION

RECEIPTS	Heads of Account	Amount Rs. A. P.	EXPENDITURE	
			Heads of Account	Amount Rs. A. P.
By excess of expenditure over income C/O to Balance Sheet.	3,55,959 2 6		To pay of officers	1,39,819 13 0
			To pay of establishment	56,992 5 0
			To travelling and conveyance allowance	17,803 0 0
			To dearness allowance	41,453 10 0
			To houserent allowance	8,908 4 0
			To other allowances	2,189 13 0
			To city compensatory allowance	3,583 6 0
			To cost of furniture and general articles for office use.	10,889 0 3
			To cost of typewriters, comptometers, duplicators, calculating machines, etc.	14,363 6 9
			To cost of cycles	1,001 5 3
			To repairs and maintenance of buildings, furniture, equipment, etc.	154 4 0
			To forms, stationery and printing	3,821 0 6
			To rent, rates and taxes	1,305 12 0
			To postage, telegram and telephone charges	41,838 11 3
			To publicity and advertisement charges	1,975 0 0
			To miscellaneous expenditure	4,915 12 6
			To general charges	5,444 11 0
TOTAL RECEIPTS	3,55,959 2 6		TOTAL EXPENDITURE	3,55,959 2 6

BALANCE SHEET AS AT 31ST MARCH 1950

	Amount Rs. A. P.	Amount Rs. A. P.	Amount Rs. A. P.
LIABILITIES.		ASSETS.	
Loan from Central Government	15,83,616 1 0	Deposits—	
Employees' State Contributory Provident Fund (Compulsory Savings)	1,110 4 0	Amount paid	1,41,003 11 6
Security Deposits	200 0 0	Less received	29,284 2 0
		Advances—	1,11,739 9 6
		Amount paid	3,300 0 0
		Less received	2,800 0 0
		Investment at cost	500 0 0
		Balance with Bankers	1,110 0 0
		Income and Expenditure Account—	10,33,475 3 6
		Balance as per last Balance Sheet.	82,142 5 6
TOTAL	<u>15,84,926 5 0</u>	Add excess of expenditure over income (as per Income and Expenditure Account).	3,55,959 2 6
			4,38,101 8 0
		TOTAL	<u>15,84,926 5 0</u>

NEW DELHI;
The 12th May 1951

Seal

Seal affixed in my presence.
C. L. KATIAL
Director General.

(Sd.) K. A. JOSEPH,
Chief Accounts Officer.

AUDIT CERTIFICATE

Certified that this Balance Sheet is in my opinion a full and fair Balance Sheet containing necessary particulars and properly drawn up so as to exhibit a true and correct view of the state of the Corporation's affairs. Information and explanation required have been furnished by the officers of the Corporation and have been found satisfactory.

(Sd.) S. L. SHARMA, Examiner,
Outside Audit Department (C),
Central Revenues.

[No. SS-132(8).]
N. M. PATNAIK, Dy. Secy.

